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TENTH ANNUAL REPORT

OF

THE RAILROAD COMMISSIONER

OF THE

STATE OF VIRGINIA.

STANFORD

RICHMOND:
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1887.

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OFFICE OF THE RAILROAD COMMISSIONER,
RICHMOND, VA., *February* 6, 1887.

His Excellency FITZHUGH LEE,
Governor of Virginia:

SIR:

In accordance with the requirements of law, I transmit to you the tenth annual report from this office.

Very respectfully,

H. G. MOFFETT, JR.,
Railroad Commissioner.

REPORT.

To the General Assembly of Virginia:

In presenting this, my second annual report, and the tenth from this office, I propose to give the general operations of the railroads in this State, and the laws applicable to the same, with suggestions of amendments as in my opinion will make them more effective.

A discussion of through freight discriminations would be of no avail, inasmuch as the supreme court of the United States settled this question so far as this office is concerned, in October 1886, in the case of the Wabash, St. Louis, and Pacific Railroad Company against the people of the State of Illinois. The question presented in this case as it came to the supreme court was the general subject of the power of the State legislature to regulate fares and tolls for passengers and freights over railroads within their limits. The specific charge was that the railroad company charged parties in Gilman, Illinois, twenty-five cents per hundred pounds to transport goods from that place to New York city, and charged other parties in Peoria, Ill., eighty-six miles further from New York city, only fifteen cents per hundred pounds to carry their goods to New York city.

The case was tried in several Illinois courts with varying results, until finally the supreme court of the State held that this discrimination was in violation of State laws, and rendered judgment against the railroad company.

The decision of the supreme court is in effect that the State law regulating freight charges cannot apply to interstate traffic, as such application would trench upon the constitutional powers of Congress, and be a damaging restriction of the freedom of traffic. Justice Miller, who delivered the opinion of the court, says on this point: "of the justice of propriety of the principles which lie at the foundation of the Illinois statute, it is now the province of this court to speak. As restricted to a transportation which begins and ends within the limits of the State, it may be very just and equitable, and it certainly is the province of the State legislature to determine the question. But when it attempted to apply to transportation through an entire series of States, a principal of this kind and each one of the States or a half a dozen States shall attempt to establish its own rates of transportation, its own methods to prevent discrimination in rates or to punish it, deleterious influence upon the freedom of commerce among the States and upon the transportation of goods through these States could not be overestimated. That this species of legislation is one which must be, if established at all, of a general or national character, and cannot be safely and wisely remitted to local rules and local regulations, we think is clear from what has already been said. And if it be a regulation of commerce, as we think we have demonstrated that it is,

and the Illinois court concedes it to be, it must be of that national character, and the regulation can only appropriately be general rules and principles, which commerce demand that it should be done by the Congress of the United States under the clause of the Constitution. The judgment of the supreme court of Illinois is therefore reversed, and the case remanded to that court for further proceedings in conformity with this opinion." Chief-Justice Waite, Justices Gray and Bradley dissent from the opinion of the court, holding that Congress not having legislated to prevent unjust discrimination in railroad charges, the State of Illinois has the power to do so. The dissenting judges think the effect of the present decision of the court will be to surrender and give over the first powers of the State to the railroad corporations which they have created, and which depend upon all their powers from the grants received from the States.

And again, the forty-ninth Congress has passed what is known as the "inter-State commerce bill," which gives the President of the United States the power to appoint five commissioners to regulate all questions as to commerce between the States, but in the bill it is expressly provided the railroad commissioners of the United States shall have no jurisdiction over the transportation of passengers or property, or to the receiving, delivering, storage or hauling of property wholly within one State. These questions are left entirely to the jurisdiction of your commissioner.

A copy of the bill is herewith submitted as a part of this report.

49TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { MIS. DOC. No. 75.

REGULATION OF COMMERCE.

[To accompany bill S. 1532.]

JANUARY 15, 1887.—Ordered to be printed.
JANUARY 21, 1887.—Ordered to be reprinted as corrected.

Mr. Crisp, from the committee of conference on the disagreeing votes of the two houses on the amendment of the House to the bill (S. 1532) "to regulate commerce," submitted the following

CONFERENCE REPORT.

The committee of conference on the disagreeing votes of the two houses on the amendment of the House to the bill (S. 1532) "to regulate commerce," having met, after full and free conference, have agreed to recommend, and do recommend, to their respective houses, as follows:

That the House recede from its amendment, and agree to the bill of the Senate, with the following amendment thereto in the nature of a substitute, and that the Senate agree to the same:

AMENDMENT.

Strike out all after the enacting clause and insert the following:

That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment, from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of trans-shipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: provided, however, that the provisions of this act shall not apply to the transportion of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad whether owned or operated under a contract, agreement, or lease; and the term, "transportation" shall include all instrumentalities of shipment or carriage.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

SEC. 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

SEC. 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the

interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: provided, however, that upon application to the commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

SEC. 5. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offence.

SEC. 6. That every common carrier subject to the provisions of this act shall print and keep for public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its railroad, as defined by the first section of this act. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force upon such railroad, and shall also state separately the terminal charges and any rules or regulations which in anywise change, affect, or determine any part of the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, of at least the size of ordinary pica, and copies for the use of the public shall be kept in every depot or station upon any such railroad, in such places and in such form that they can be conveniently inspected.

Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep for public inspection, at every depot where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States, beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States, through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said

foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept for public inspection. Reductions in such published rates, fares, or charges may be made without previous public notice; but whenever any such reduction is made, notice of the same shall immediately be publicly posted, and the changes made shall immediately be made public by printing new schedules, or shall immediately be plainly indicated upon the schedules at the time in force and kept for public inspection.

And when any such common carrier shall have established and published its rates, fares, and charges, in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedule of rates, fares, and charges as may at the time be in force.

Every common carrier subject to the provisions of this act, shall file with the commission hereinafter provided for, copies of its schedules of rates, fares, and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said commission of all changes made in the same. Every such common carrier shall also file with said commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said commission. Such joint rates, fares, and charges on such continuous lines so filed as aforesaid, shall be made public by such common carriers when directed by said commission, in so far as may in the judgment of the commission, be deemed practicable; and said commission shall, from time to time, prescribe the measure of publicity which shall be given to such rates, fares, and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published; but no common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party thereto to observe and adhere to the rates, fares, or charges thus made and published.

If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares, and charges, as provided in this section, or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States in the judicial district wherein the principal office of said common carrier is situated or wherein such offence may be committed, and if such common carrier be a foreign corporation, in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel com-

pliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States, at the relation of the commissioners appointed under the provisions of this act; and failure to comply with its requirements shall be punishable as and for a contempt; and the said commissioners, as complainants, may also apply, in any such circuit court of the United States, for a writ of injunction against such common carrier, to restrain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of trans-shipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

SEC. 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract, or agreement, expressed or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

SEC. 8. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

SEC. 9. That any person or persons claiming to be damaged by any common carrier, subject to the provisions of this act, may either make complaint to the commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages, the court before which the same shall be pending, may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 10. That any common carrier, subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such

corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offence was committed, be subject to a fine of not to exceed five thousand dollars for each offence.

SEC. 11. That a commission is hereby created and established, to be known as the interstate commerce commission, which shall be composed of five commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The commissioners first appointed under this act shall continue in office for the term of two, three, four, five, and six years, respectively, from the first day of January, Anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the commissioner whom he shall succeed. Any commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the commissioners shall be appointed from the same political party. No person in the employ of, or holding any official relation to any common carrier subject to the provision of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said commissioner shall not engage in any other business, vocation, or employment. No vacancy in the commission shall impair the right of the remaining commissioners to exercise all the powers of the commission.

SEC. 12. That the commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the commission to perform the duties and carry out the objects for which it was created; and for the purposes of this act the commission shall have the power to require the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, and to that end may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

And any of the circuit courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy or refusal to obey a subpœna issued to any common carrier subject to the provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testi-

mony shall not be used against such person on the trial of any criminal proceeding.

SEC. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions thereof, may apply to said commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory, at the request of such commisioner or commission, and may institute an inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

SEC. 14. That whenever an investigation shall be made by said commission, it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the commission are based, together with its recommendation as to what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made, shall thereafter, in all judicial proceedings, be deemed prima facie evidence as to each and every fact found.

All reports of investigations made by the commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.

SEC. 15. That if in any case in which an investigation shall be made by said commission it shall be made to appear to the satisfaction of the commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the commission; and if, within the time specified, it shall be made to appear to the commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the commission, and the said common carrier

shall thereupon be relieved from further liability or penalty for such particular violation of law.

SEC. 16. That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate or refuse or neglect to obey any lawful order or requirement of the commission in this act named, it shall be the duty of the commission, and lawful for any company or person interested in such order or requirement, to apply, in a summary way, by petition, to the circuit court of the United States sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants, in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily as a court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute, in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the report of said commission shall be prima facie evidence of the matters therein stated; and if it be made to appear to such court on such hearing or on report of any such person or persons that the lawful order or requirement of said commission drawn in question has been violated or disobeyed, it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default, the sum of $500, for every day after a day to be named in the order that such carrier or other other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable, as the court shall direct, either to the party complaining, or into court to abide the ultimate decision of the court, or into the treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said court may appeal to the supreme court of the United States, under the same regulations now provided by law in respect of security for such appeal; but such appeal shall not operate to stay or supersede the order of

the court or the execution of any writ or process thereon; and such court may in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the commission, it shall be the duty of the district attorney, under the direction of the Attorney-General of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the Unit' d States. For the purposes of this act, excepting its penal provisions, the circuit courts of the United States shall be deemed to be always in session.

SEC. 17. That the commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the commission shall constitute a quorum for the transaction of business, but no commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said commission may, from time to time, make or amend such general rules or orders as may be reqisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform as nearly as may be, to those in use in the courts of the United States. Any party may appear before said commission and be heard, in person or by attorney. Every vote and official act of the commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said commission shall have an official seal which shall be judicially noticed. Either of the members of the commission may administer oaths and affirmations.

SEC. 18. That each commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the salaries of judges of the courts of the United States. The commission shall appoint a secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The commission shall have authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties, subject to the approval of the Secretary of the Interior.

The commission shall be furnished by the Secretary of the Interior with suitable offices and all necessary office supplies. Witnesses summoned before the commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

All of the expenses of the commission, including all necessary expenses for transportation incurred by the commissioners, or by their employees under their orders, in making any investigation in any other places than in the city of Washington, shall be allowed and paid, on the presentation of itemized vouchers therefor approved by the chairman of the commission and the Secretary of the Interior.

SEC. 19. That the principal office of the commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or of the parties may be promoted or delay or expense prevented thereby, the commission may hold special sessions in any part of the United States. It may, by one or more of the commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

SEC. 20. That the commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall be made, and to require from

such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipment; the number of employees and the salaries paid each class; the amounts expended for improvements each year, how expended, and the character of such improvements: the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers, as the commission may require; and the said commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the Commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

SEC. 21. That the commission shall, on or before the first day of December in each year, make a report to the Secretary of the Interior, which shall be by him transmitted to Congress, and copies of which shall be distributed as are the other reports issued from the Interior Department. This report shall contain such information and data collected by the commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the commission may deem necessary.

SEC. 22. That nothing in this act shall apply to the carriage, storage, or handling of property free or at reduced rates for the United States, State, or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the issuance of mileage, excursion, or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies or their officers and employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: provided, that no pending litigation shall in any way be affected by this act.

SEC. 23. That the sum of one hundred thousand dollars is hereby appropriated for the use and purposes of this act for the fiscal year ending June thirtieth, Anno Domini eighteen hundred and eighty-eight, and the intervening time anterior thereto.

SEC. 24. That the provisions of sections 11 and 18 of this act, relating to the appointment and organization of the commission herein provided for, shall take

effect immediately, and the remaining provisions of this act shall take effect sixty days after its passage.

Managers on the part of the Senate:

S. M. CULLOM,
ISHAM G. HARRIS.

Managers on the part of the House:

JOHN H. REAGAN,
CHARLES F. CRISP.
A. J. WEAVER.

STATEMENT OF CONFERREES ON THE PART OF THE HOUSE.

[Required by Rule XXIX.]

The House conferrees on the disagreeing votes between the two houses on the bill of the Senate "to regulate commerce," and the bill of the House "to regulate commerce among the States, and prevent unjust discrimination by common carriers," make the following detailed statement of the changes between the House bill and the substitute herewith appended.

The action of the House being to adopt a single amendment, your committee, without attempting to call attention to the precise changes made in each section of the bill, report to the House the substance and effect of the changes made, as following:

The bill of the House applied only to the transportation of freight, and the bill as adopted embraces the transportation of passengers as well as freight.

The bill of the House was limited to the regulation of such transportation on railroads. The bill as reported provides for the regulation of the transportation of property partly by railroad and partly by water, when both are used under a common control, management, or arrangement, for a continuous carriage or shipment from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia.

The bill which we report defines the term "railroad," as used in it, to include all bridges, ferries used or operated with any railroad, which is in addition to the provisions of the House bill.

The second section of the substitute bill adopts substantially the provisions of the House bill against discrimination by special rates, rebates, drawbacks, and other devices, and declares that any one making such discrimination shall be guilty of unjust discrimination, which is hereby prohibited, and declared unlawful.

The third section of the substitute embraces substantially the provisions of the bill of the House, in requiring equal facilities and advantages for all shippers, without exception, and has a provision requiring equal facilities for the interchange of traffic with all other railroads for the carriage of property and passengers, and forbids any discrimination by one railroad in the facilities furnished against any other railroad. It contains a clause declaring that this act shall not be construed as requiring such common carrier to give the use of its tracks or terminal facilities to any common carrier engaged in like business.

The fourth section adopts substantially the provisions of the House bill on the long and short haul, with the following proviso: That upon application to the commission appointed under the provisions of this act such common carrier may,

in special cases, after investigation by the commission, be authorized to charge less for a longer than for a shorter distance for the transportation of passengers and property, and that the commission may, from time to time, prescribe the extent to which such common carrier may be relieved from the operation of this section.

The fifth section of the substitute bill is a copy of the clause in the House bill prohibiting pooling, with an amendment striking out the words of the House bill "by dividing," and inserting in lieu thereof the words "or to divide," and with the addition of the words in line 3, after the word "combination," "with any other common carrier or carriers."

The sixth section is a substitute for the provisions of the House and Senate bills in relation to the publication of schedules showing the rates, fares, and charges for the transportation of passengers and property. Instead of requiring the rates to be posted up, as was provided in the House bill, it requires that, after ninety days from the passage of the act, every common carrier subject to its provisions shall have printed, and keep for public inspection, schedules showing such rates, fares, and charges, and, in addition to requiring the railroads to give publicity at all of the depots on their several lines, it gives authority to the commission, where it is proper and necessary, to require them to give publicity to their rates to other places beyond the lines of their several railroads.

It also provides that the rates, fares, and charges shall not be raised except after ten days of public notice, but that they may be reduced without previous public notice; the notice, however, shall be simultaneous with the reduction itself, and it requires that all common carriers subject to the provisions of this act shall file with the commission provided for in the bill, copies of the schedules which have been established, and shall promptly notify said commission of all changes made in the same; and that they shall file with the commission copies of all contracts, arrangements, or agreements with other common carriers in relation to traffic affected by the provisions of this bill; and in cases where passengers and freights pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also be filed with the commission, and made public, if so directed by the commission.

The section also provides that where common carriers subject to its provisions shall neglect or refuse to file or publish its schedules of tariffs or rates and fares, or any part of the same, such common carrier shall, in addition to the penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States, in any judicial district wherein the principal office of the common carrier is situated, or wherein such offence may be committed, requiring a compliance with the provisions of the act.

The seventh section of the substitute bill contains substantially the provisions of the first part of the second section of the House bill, in relation to the continuous carriage of property and persons from the place of shipment to the place of destination.

The eighth section of the substitute bill contains the substance of the seventh section of the House bill in regard to damages and counsel's fees, but expressed in somewhat different language.

The ninth section of the substitute bill is a new section, which provides that persons claiming to have been damaged by the action of common carriers may

proceed for the recovery of their damages either in the courts of the United States or before the commission herein provided for, as they may elect, but not before both tribunals. This section, which gives jurisdiction to courts of the United States, does not give jurisdiction in civil suits to the State courts, as was provided for in the House bill.

This section of the substitute bill also provides that the courts shall have power to compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; and it provides further that the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but that such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

The tenth section of the substitute bill makes it a penal offence to violate any of the provisions of this act, and is substantially the eighth section of the House bill, except that it puts the maximum of the fine which may be imposed at the sum of five thousand dollars instead of two thousand dollars, as was provided for by the House bill.

The eleventh and subsequent sections to the twenty-first, inclusive of the substitute bill, contain the substance of the Senate's bill providing for a commission, except as modified by the provisions of the substitute bill herein recited.

It provides for a commission to consist of five persons, whose term of office shall be for six years, except for the first appointments, which are to be for two, three, four, five, and six years. The members of this commission are to be appointed by the President by and with the advice of the Senate. Their principal office shall be in Washington, but they may hold sessions at other places than Washington, and a single member of the commission may take testimony anywhere, as may be directed by the commission.

These commissioners have salaries of $7,500 each. The commission has the power to appoint a secretary, with an annual salary of $3,500, and has authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties, subject to the approval of the Secretary of the Interior.

The nineteenth section of the Senate's bill, providing for a reference of the question of pooling to the commission, is not embraced in this substitute.

Section twenty-two of the substitute bill, among other things, provides that nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but that the provisions of this act are in addition to such remedies, with a proviso that no pending litigation shall in any way be affected by this act.

Section twenty-four of the substitute bill provides that the act shall go into effect sixty days after its passage, as, in the opinion of your committee, it was deemed best to give the railroads sufficient time to prepare their schedules and to modify their management in accordance with the provisions of this bill. The appointment of the commission, however, is to be made at once, as it has to be organized, and as said schedules of rates and charges have to be filed with said commission.

J. H. REAGAN,
CHARLES F. CRISP,
A. J. WEAVER,
Managers on the part of the House.

Inasmuch as your commissioner has exclusive jurisdiction over the transportation of passengers, property, &c., within the limits of the State, it is eminently proper that the statutes now in force in Virginia be embodied in this report. Of course only those statutes that relate strictly to this office will be given.

In the year 1877, the act creating the office of railroad commissioner and defining his duties was passed. In creating this office there were necessarily required many amendments to the then existing laws, as prior to the year 1877, all the reports now made by the railroad companies to the railroad commissioner were made to the Board of Public Works. I beg leave here to insert the railroad laws of this State, and will then call your attention to such sections as, in my opinion, should be amended.

CODE, 1873, CHAPTER 61.

When and how a railroad company shall transport; and its rates of toll.

16. So soon as any portion of a railroad may be ready for transportion, the railroad company may, by its officers and agents, or by contractors, transport persons and property on the same, for which purpose there shall be kept in good order such locomotives, cars, and other things as may be proper. The company shall have the exclusive right of transportation on its road, and shall, upon the payment or tender of the lawful rates of toll, transport to and deliver at any depot or other regular stopping place indicated by the owner, such articles as shall be delivered or offered at any depot or other receiving place, in proper condition, to be transported. The property of all persons shall, as far as practicable, be transported in the order of time in which it shall be delivered or offered, and the tolls paid or tendered.

Penalty for failures.

17. If the railroad company shall, after payment or tender of the lawful tolls, fail to receive or to transport, or to deliver in a reasonable time any property so delivered or offered, or fail to take up or set down any passenger at such depot or other regular stopping place, as he may desire, or if the said company shall demand and receive more than is lawful, it shall forfeit to the injured party, a sum, to be recovered by motion or action, of not less than twenty-five nor more than one hundred dollars.

Rates of toll on railroads.

18. On a railroad on which different rates are not prescribed by law, the following rates of toll may be charged for transportation, to-wit: Of a person and his baggage within a hundred and fifty pounds, not exceeding six cents per mile; of produce and other articles, except gypsum, lime, guano, and other specific manures, not exceeding eight cents per ton per mile; and gypsum, lime, guano, and other specific manures, not exceeding four cents per ton of twenty-two hundred and forty pounds per mile; and for the transportation of any person, or of any produce or other articles for a distance less than ten miles, a charge may be made at the foregoing rates as for ten miles. And where articles weigh less than four pounds to the cubic foot, a toll may nevertheless be charged on each cubic foot as for four pounds weight. And when the articles in any one consignment weigh less than one hun-

dred pounds, a toll may be charged on the same as for one hundred pounds weight. If for the transportion of any person with his baggage, or for any consignment, the whole charge at the rates before mentioned would be less than twenty-five cents, the same may nevertheless be charged as a minimum. For the weighing, storage, and delivery of articles at any depot or warehouse of the company, a charge may also be made not exceeding the ordinary warehouse rates charged in the town in which, or nearest to which, the depot or warehouse is situated.

19. It shall not be lawful for railroad companies, or their agent or agents, at any depot in this State, to charge or receive any fee or commissions other than the regular transportation fees, storage and other charges authorized by law for manifesting, receiving, or shipping of any goods or other articles for transportation on such railroad or railroads. Any railroad company, or its agent or agents, who shall violate this act, shall forfeit and pay one hundred dollars for the use of the commonwealth, to be recovered by motion in any court of record, after ten days' notice that such motion will be made: provided, that nothing in this act contained shall be construed to prevent such companies or their agents from charging such fees and commissions, other than the regular transportation fees, for manifesting, receiving, or shipping of goods or other articles for transportation on such roads, at intermediate points thereon, between what are known as the regular depots, as may be agreed on between the patrons and such companies or their agents.

Railroad and canal companies to publish rates of charges; how such rates are altered; not to charge greater or less rates.

21. It shall be the duty of each and every railroad and canal company in this State to publish its rates of charge for freight and tolls, and for the transportation of passengers, and to cause the same to be kept conspicuously posted up at each of its several business stations or offices; and no such company shall change or alter said rates, except and until after ten days' notice of such change or alteration, given in the manner aforesaid at each of its business stations or offices, and by publication in some newspaper published at some point on the line of such railroad or canal, where the same can be done.

22. No railroad or canal company in this state, or its officers or agents, shall transport, or contract to transport, freight or passengers at a greater or less charge than is fixed in such published tariff of such company; and it shall be unlawful for any such company to evade, or attempt to evade, by drawback, or in any other manner, the provisions of this section.

AS AMENDED BY ACTS 1874–5, pp. 443–5.

Tolls in and out of State, and for part and whole of line for freight and passengers of same class; through tickets.

23. No railroad, canal, steamboat, steamship or transportation company, or other common carrier, chartered by or doing business in this State, shall charge, take, or receive a greater sum for the transportation of any person or passenger, or matter of freight over a portion of its line or route, whether such shall in whole or only in part be within the limits of this State, than is charged by such company or other common carrier, for the like transportation of the like class of persons or passengers, or matter of freight over the entire length of its line or route; nor shall any such company or other common carrier charge, take, or receive a higher rate

of compensation for transporting any person or matter of freight over a portion or the whole length of its line), whether such transportation shall be done directly by the agents, engines, cars, boats, or other vehicles of such company, or by those of other persons, parties, or corporations, as such may be expressly allowed by law) going from any city within the State and destined for any point beyond, than is charged, taken, or received by such company or other carrier on its own account, directly, or by any other agent or agency is charged, received, or taken at the same time, for the like transportation over the entire length of its line, of the like class of persons or passengers or the like matter of freight, coming from any point beyond the State, and destined for or consigned to the same place; nor shall any such company or common carrier charge, take, or receive, or allow to be charged, taken or received for transportation of any person or matter of freight coming from the same point beyond the limits of the State, and destined for any one of the cities of Virginia, a higher rate than is charged at the same time for the like transportation over the entire length of its line of the like class of persons or the like matter of freight coming from the same point, and destined for any place beyond the limits of the State; nor shall any such company or other common carrier violate or evade such conditions in or under any manner of arrangement by schedule, through tickets, fares, through transportation bills and rates, nor by contract or otherwise, undertake to rent, let, or farm out the whole or any part of its local or through tonnage business, nor employ on shares or commissions any person, party, agency, or corporation to solicit or otherwise procure the whole or any part of such tonnage business; nor shall any such company or other common carrier allow through tickets or through baggage checks to be issued over its line by any company or transportation line, its agents or agencies, not incorporated by this State, which such company or line shall refuse or inhibit by any means any other such company or transportation line incorporated by this State, the privilege of issuing by its own local agents, and such agents or agencies as it may establish in any city or elsewhere, through tickets and baggage checks over such company's road or transportation line, not incorporated by this State.

AS AMENDED BY ACTS 1878-9, p. 263.

No undue preference allowed or disadvantage imposed.

24. No railroad company nor canal company or other common carrier, chartered by or doing business in this State, shall make or give any undue or unreasonable preference or advantage to or in favor of any particular person or company, or any particular description of traffic in any respect whatever; nor shall any such company or other common carrier subject any particular person or company or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and every railroad company and canal company and other common carrier shall, according to their respective powers, afford all reasonable facilities for the receiving and forwarding and delivering of traffic upon and from the several railroads and canals and steam or sail vessels belonging to or worked by such companies respectively, and for the return of carriages, boats, trucks and other vehicles. Every railroad company and canal company and other common carrier having or working railroads or canals or vessels, which form part of a continuous line of railroad or canal or other communication, or which have the terminus, station, or wharf of the one near the terminus, station, or wharf of

the other, shall afford all due or reasonable facilities for receiving and forwarding all the traffic arriving by one of such railroads or canals or other lines by the other, without any unreasonable delay, and without any such preference or advantage, or prejudice or disadvantage as aforesaid, and so that no obstruction may be offered to the public desirous of using such railroads or canals or other lines as a continuous line of communication, and so that all reasonable accommodation may, by means of the railroads and canals and other lines of the several companies, be at all times afforded to the public in that behalf.

AS AMENDED BY ACTS 1874-5, pp. 444-5.

Powers of circuit courts to hear complaints against companies and enjoin them.

26. Any person or company complaining against any railroad, canal company, or other common carrier, of anything done or of any omission made in violation or contravention of this act, embracing sections twenty-three and twenty-four, may apply to a circuit court, or to a judge thereof, who may hear and determine the matter of such complaint; and if it appear to such court or judge on such hearing or on the report of any commissioner to whom the subject of the complaint may have been referred, that anything has been done or omission made in violation or contravention of this act, by such company or common carrier, such court or judge shall issue a writ of injunction restraining such company from further continuing such violation or contravention of this act, and enjoining obedience to the same. Any person or company violating any of the provisions of sections twenty-three and twenty-four of said chapter sixty-one, shall, for the first violation, be fined five hundred dollars, and for the second and each succeeding violation, five thousand dollars, for the use of the commonwealth, to be recovered by motion in any court of record, after ten days' notice that such motion will be made.

CODE, 1873, CHAPTER 61.

Railroad companies not liable as common carriers for articles expressed by other companies.

29. Whenever any corporation, company, association, or person or persons, shall obtain from a railroad company of this commonwealth the right or privilege of transporting or carrying articles or things by or upon the trains of such railroad company, for the purpose of receiving compensation for the same, and any person or persons whatever, shall deliver to such corporation, company, association, or person or persons, or to their agents or employees, any article or thing whatever, to be transported or conveyed, under the management, supervision, or direction of the said corporation, company, association, or person or persons, or their agents or employees, by or upon the trains of such railroad company, such railroad company shall not, in any manner, be liable as a common carrier in respect to such articles or things.

Not legal to rent out tonnage by freight trains.

30. Nothing contained in this act shall be so construed as to permit any railroad company of this commonwealth, by contract or otherwise, to rent, let, or farm out, in any manner whatever, any part of its tonnage business by freight trains; but every such company shall remain as fully and firmly bound to transport and carry all

descriptions of freight offered for transportation by freight trains, and under the provisions of the laws of this State, and the terms of their charters, as though this act had not been passed.

Rates for freight received out of, or to be delivered out of, State.

31. Whenever any corporation, association, copartnership, or person or persons shall obtain from a railroad company of the commonwealth the right or privilege of transporting, carrying or conveying in or upon any train or trains running upon or over the railroad of such company, any articles or things for the purpose of receiving compensation for the same, and said corporation, association, co-partnership, or person or persons shall receive any articles or things at a place without the limits of the commonwealth, to be transported, carried, or conveyed, to a place within said limits, or shall receive said articles and things at a place within the limits of the commonwealth, to be transported, carried, or conveyed to a place without said limits, the amount of compensation demanded by such corporation, association, copartnership, or person or persons, shall be regarded as a uniform rate of charge per pound and per package per mile, for and throughout the whole distance within and without the limits of the commonwealth, for which said articles or things were so transported, carried, or conveyed, unless it should otherwise appear by sufficient evidence.

Penalties for violation of act.

32. Any corporation, railroad, or steamboat company, or any association or copartnership, or any agent or employee of such corporation, association, or copartnership, or any other person or persons who shall violate any of the provisions of this act, shall forfeit and pay not less than one hundred dollars, one-half for the use of the informer, and the other half for the use of the commonwealth, to be recovered by any court of record, after ten days' notice that such motion will be made.

Express, railroad, and transportation companies may sell unclaimed baggage for charges for freight, &c.; notice to be given; balance to be paid claimant or deposited in State treasury; how applied.

33. An express or railroad company, or persons engaged in the express business, or in any way in the transportation of goods or articles of any kind from one part of the country to another as freight or baggage, and having an office or place of business in the State who shall have had any unclaimed articles, goods or things not perishable, in its or their possession for a period of sixty days at least, may, at the expiration of that time proceed to sell the same at public auction; and out of the proceeds may retain the charges of transportation and storage of such articles, goods or things, which expense and charges shall be a lien upon such articles, provided that said company, person or persons shall first give public notice of such sale, in one or more newspapers once a week for four successive weeks, published at a place nearest the said place of sale, which notice shall set forth the time and place of sale, the character of each unclaimed package distinctly, and the name of the person or persons to whom it is directed, if known.

34. Such company or persons engaged in the express or transportation business, shall make an entry of the balance of the proceeds of sale of each article, goods or things, directed to the same person or persons, as near as can be ascertained,

and at any time within three years thereafter, shall refund any surplus so retained, to the owner of such articles, goods or things, or to their personal representatives, upon satisfactory proof of such ownership; and shall, if no claim is made for such retained balances, accompanied by satisfactory proof, within three years, pay the same into the treasury of the State, with a correct list of all and every article sold by said company, with the name or names of the person or persons to which said packages originally belonged. The treasurer shall receipt to said companies or agents for the same, and shall keep a correct list thereof, and the sum or sums so paid in shall be applied to the support of public schools.

To what companies privileges of act extended.

35. The provisions of this act and the privileges and powers herein granted, shall not extend to any company not incorporated by the legislature of this State, the congress of the United States, or the legislature of one of the States of the United States.

Duties of railroad companies in regard to opening their ticket offices; penalty for failure.

36. It shall be the duty of the railroad companies in this State to have their ticket offices opened, and their agents for the sale of tickets in attendance, and at the termini of such roads, the passenger cars opened for the admission of passengers, and baggage cars open for the reception of baggage, at least one hour before the advertised hour of departure of every passenger train. Any railroad company failing or refusing to comply with this act shall be liable to a fine of not less than fifty nor more than five hundred dollars for every such failure or refusal, to be recovered for the benefit of the commonwealth, by motion, after ten days' notice to the president or superintendent of such road, in the circuit, or county, or corporation court of the county, city, or town wherein the depot of such railroad is situated.

Railroad companies to employ police agents; conductors of trains and depot agents to be conservators of the peace.

41. The president of any railroad company incorporated by this State may, with the approbation of the county court of any county through which the road may pass, appoint a police agent or agents, who shall have authority upon the road and other property within this State, of such company, to exercise all the powers which can lawfully be exercised by any constable for the preservation of the peace, the arrest of offenders and disorderly persons, and for the enforcement of the laws against crimes; and such president may remove such agents at his pleasure: provided, that any county court giving such consent may at any time revoke it. Conductors of railroad trains, and station or depot agents, are hereby declared to be conservators of the peace, and they and each of them shall have the same power to make arrests that justices of the peace now have, except that the conductors shall only have such power on board their respective trains, and the agents at their respective places of business; and the said conductors and agents may cause any person or persons so arrested by them, to be detained, and delivered to the proper authorities for trial as soon as practicable.

Reports from company to Board of Public Works.

48. The president and directors of every company incorporated to make a work of internal improvement, to the stock of which there is no subscription by the board of public works, shall make the following report to the board, to-wit: at the end of one year from the completion of such work, a report showing the condition of the work; the whole amount of capital expended in its construction, with the several heads of expenditure; the amount of tolls received during each preceding year; the annual expenses of the current business, and the net profit or loss; which report shall be accompanied by a plat or map of the work, and at the end of every year thereafter a further report, showing the condition of the work, the amount and kinds of expenditures and receipts, and the net profits for such year. Where a particular form shall have been prescribed by the board of public works, and made known to the company, the report shall be in that form. In case of failure to make any such report for sixty days, the company shall forfeit one thousand dollars, unless good cause be shown for such failure.

Special reports by railroad companies.

49. Every railroad corporation in which the commonwealth is interested as a stockholder or creditor, or whose road is wholly within the State, shall make an annual report to the board of public works of its condition and the state of its affairs on the thirtieth day of September, and of the operations of its road during the year ending on that day; which report shall be verified by the oaths of its treasurer or president and acting superintendent of operations, and be filed in the office of the said board by the fifteenth day of November in each year, and shall contain full information upon the several items hereinafter enumerated, to-wit:

First. As regards its capital stock: The amount as by charter; the amount subscribed by the State; and amount subscribed by others; the amount paid in by the State, and amount paid in by others; the amount of further subscriptions on the part of the State authorized contingently. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Second. As regards its funded debt: The total amount: the time or times it will fall due; the rate or rates of interest thereon; the portion thereof due to the State. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Third. As regards the floating debt: The total amount, stating when and for what general objects it was incurred, the amount for each of those objects, and the rate or rates of interest thereon. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Fourth. As regards interest, the loss, if any, from the sale or disposition of bonds or other obligations, at less than par, and all other expenses incurred in raising money; the total amount, stating what portion was for each of the above objects. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto within the year.

Fifth. As regards the cost of the road and its equipments, also of buildings of

all kinds, land, land damages and fencing, viz: For graduation and masonry; for superstructure of wooden bridges; for superstructure of iron bridges; for superstructure of the road, including iron; for water stations, including the cost of procuring water and conducting it to them; for passenger and freight stations, buildings and fixtures; for engine and car houses; for machine shops, machinery and fixtures; for all other buildings; for land, land damages and fencing; for locomotives and fixtures and snow-plows; for passenger and baggage cars; for freight cars; for cars used on the repairs of the road and on construction: for engineering and agencies; for all work and property not enumerated above; the total cost of the road and equipment, as above. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto, within the year.

Sixth. As regards the characteristics of the road: The length of the road; the length of single track laid; the aggregate length of sidings; the length of double track laid, including sidings; the weight of the rail per yard; the total rise and fall; the maximum grade in each direction; the length of the same in each direction; the total curvature; the shortest radius of curvature, with length of line on which it occurs; such other information, in detail, in regard to grades and curves and the location of the road, as the board of public works may require; the number of water stations; the aggregate length of wooden truss bridges between abutments; the aggregate length of iron bridges between abutments; the aggregate length of all other bridges between abutments; the whole length of road unfenced on both sides; the number of public roads crossed at grade; the number of railroads crossed at grade; the length of road, if any, unfinished, and estimated amount required for its completion, also what sum beyond the means already provided is required for that purpose; the length of branches owned by the company, and such information in detail in regard to them as the board of public works may require.

Seventh. As regards the equipment of the road—its depots, shops, and other buildings: The number of locomotives, stating their weight; the number of passenger cars of each class rated as eight-wheel cars; the number of baggage cars rated as eight-wheel cars; the number of merchandise cars rated as eight-wheel cars; the number of gravel and other cars, used on repairs and on construction, rated as eight-wheel cars; the number of depots of each class; the number of engine-houses; the number of machine shops; the number and character of other buildings. The information under this head to be so given as to show the several numbers as per last report, and the additions thereto within the year.

AS AMENDED BY ACTS 1874-5, p. 322.

Eighth. As regards the doings of the year in transportation: The rate of fare charged each class of passengers per mile; the rate charged per ton (of two thousand pounds) for each class of freight carried in cars; the number of tons of pig iron, coal, coke, lead, salt, and other minerals; the number of pounds of leaf tobacco, tobacco stems, manufactured tobacco, cotton, wheat, corn, oats, rye, flaxseed, bacon, butter, eggs, dried fruit, hay, shucks, sumac, wool, and tallow; car loads of cattle, calves, hogs, lambs, and sheep; car loads of wood and bark and lumber, and barrels of flour, whiskey, cement, lime, and tar, transported inward and outward as aforesaid. This enumeration of articles may be enlarged or diminished prior to the beginning of any fiscal year by the board of public works. The provisions of this

section, as far as applicable, shall apply to all canal and navigation companies of this state.

CODE 1873, CHAPTER 61.

Ninth. As regard the expenses for the year of maintaining the road, showing separately the portions chargeable to passenger transportation and to freight transportation, the cost of the repairs of road-bed and railway (excepting the cost of the renewal of track and the repairs of the superstructure of wooden and iron bridges), viz: The cost of labor and materials, also the cost and expenses attending and consequent upon the use of engines and trains employed upon the repairs maintenance of the road, also the repairs of such engines and trains, and all items of cost connected with keeping the road in order; the length in feet of iron used in renewal of track, with weight and cost thereof, also the weight and cost of all other iron used in the renewal of track; the cost of all other materials used in the renewal of track; the cost of labor employed upon the renewal of track; the cost of the repairs of superstructure of iron bridges; the cost of the repairs of the superstructure of wooden bridges; the repairs of buildings; the repairs of fences and gates; the taxes on real estate; the totals of the above expenses of maintaining the road. The whole of the information under this head to be so given as to show separately the cost of materials and the cost of labor.

Tenth. As regards the expenses for the year of repairing machinery: The repairs of engines and tenders; the repairs of passenger and baggage cars; the repairs of freight cars; the repairs of tools and machinery in shops; the incidental expenses, including fuel, oil, clerks, and watchmen about shops. The whole of the information under this head to be so given as to show separately the cost of materials and the cost of labor.

Eleventh. As regards the expenses for the year of operating the road, showing separately the portions chargeable to passenger transportation and to freight transportation: Office expenses, stationary, &c.; agents and clerks; labor, loading and unloading freight; porters, watchmen, and switch tenders; wood and water station attendance; conductors, baggage and brakemen; enginemen and firemen; fuel (quantity, first cost, and labor of preparing for use), showing separately the quantity, &c., of coal, and the quantity, &c., of wood; oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars; loss and damage of goods and baggage: damages for injury to persons; damages to property, including damages by fire and cattle killed on road; general superintendence; contingencies; the totals of the above expenses of operating the road.

Twelfth. As regards the gross earnings, cash receipts and payments other than for construction within the year: First, gross earnings—from passengers; from freight; from carriage of the United States mail; from other sources. Second, cash receips—from passengers; from freight; from carriage of the United States mail; from other sources Third, payments other than for construction—for transportation expenses, viz: expenses of maintaining and operating the road, and of the repairs of machinery; for interest; for dividends (stating the rate per centum and when declared); to surplus fund; total amount of surplus.

Thirteenth. As regards accidents: The number of persons injured in life and limb, and the cause of the injury, and whether passengers or persons in the employ of the company, also whether caused from carelessness or negligence of any

person in the employment of the company, and whether such person is retained in employ.

Fourteeth, Statements, &c., to accompany the report, viz: A statement of the name, maker's name, dimensions and weight of each engine, together with the cost of repairs and number of miles run, and the condition of each for the year; a statement of the number of tons of freight transported, and of the number of passengers carried in each month of the year in each direction, showing separately the through freight and the through passengers in each direction, also of the aggregate amounts charged for the transportation of freight and carriage of passengers in each month of the year in each direction, showing separately the amounts charged for through freight and through passengers in each direction, and the amounts charged for way freight and way passengers in each direction; a statement of the tonnage sent from and of that received at each depot of the road in each month of the year, and also of the passengers leaving and of those arriving at each of said depots; a statement of the amount charged to construction during the year, with a distribution thereof among the several objects to which it was applied; a statement exhibiting in parallel columns, first, the gross earnings of the road during the year; second, the total expenses of maintaining and operating the road and of the repairs of machinery, and of all other expenses chargeable to the business of the year; and third, the net revenue of the year, so distributed as to show what portion of the said "gross earnings," "total expenses," &c., and "net revenue," should be credited to or charged against each class of tonnage transported, and each class of passengers carried in the year, or any other services that may have been performed by the company in said year, to be followed by a brief statement of the profit or loss, as the case may be, per ton of each class of freight transported, and per passenger of each class of passengers carried in the year, and of the profit or loss, as the case may be, for any other services performed by the company in said year.

Board of public works to prescribe form of reports.

50. The board of public works shall be and are hereby authorized and directed to prescribe the form or forms to be used by the several companies referred to in the preceding section, in making the annual reports required of them by the said section; and in preparing the said form or forms, the said board are hereby authorized and directed to call for any additional information that in their opinion would be necessary or useful in showing the true condition of the said companies, and the cost of transportation on their respective roads.

Reports to be printed.

52. It shall be the duty of the board of public works to cause to be arranged in tabular form, the information contained in the reports called for by the preceding sections, omitting only such details in the statements accompanying the said reports as may not be of general interest, and prepared, together with the said reports, in a single document, and have the same printed by the fifteenth day of December of the year in which the said reports are made.

Penalty for failure to make report.

53. Any railroad, canal or navigation company referred to in the preceding sec-

tions which shall neglect to make the report required by the said sections, and as prescribed therein, shall be liable to a penalty of five hundred dollars, and it shall be the duty of the board of public works to sue for the said penalty in the name of the commonwealth.

When forms to be furnished companies.

54. It shall be the duty of the board of public works to furnish each of the railroad and canal and navigation companies aforesaid, on or before the first day of September in each and every year, with at least two copies of the form or forms aforesaid.

Power of State over companies.

58. The charter of every company which is governed by the act passed on the eleventh day of March, eighteen hundred and thirty-seven, prescribing certain general regulations for the incorporation of railroad companies, and of every company hereafter incorporated, which shall be governed by this chapter, may be altered or modified by any future legislature as may seem to it proper, except that no law shall be passed for taking from a company its works or property without making to it a just compensation or for changing its tolls without its assent, in any other cases than such as are specially provided for in this chapter.

59. When the net profits of any company which is governed by the twenty-sixth section of the said act, passed on the eleventh day of March, eighteen hundred and thirty-seven, shall amount to a sum equal to the capital stock with six per centum per annum interest thereon, its tolls may be fixed and regulated as prescribed by that section.

60. When the net profits of any company hereafter incorporated, which may be governed by this chapter, shall be such that but for this section dividends might be declared out of the said profits exceeding the rate of fifteen percentum per annum on the capital stock invested, laws may be passed for reducing the tolls of the company. But no law shall reduce the tolls so as to prevent dividends of fifteen per centum per annum, within thirty years from the time the first dividend of profits of the said company was declared, or so as to prevent dividends of twelve per centum per annum after the said thirty years and before fifty years from the same time, or so as to prevent dividends of ten per centum per annum after the said fifty years.

61. In the case of any company hereafter incorporated, which may be governed by this chapter, if after thirty years from the time the first dividend of profits of such company was declared, the State chooses, it may have the works and all the property, rights, and privileges of such company, on paying therefor, at the least, the amount of capital paid in and over and beyond that, such sum as, with the dividends which the stockholders may have received out of the profits of the company, will give them on the capital paid in, the following net profits from the time of the payment thereof by the stockholders, to the time the State makes such payment, to-wit: a net profit of fifteen per centum per annum to the expiration of the said thirty years, a net profit thereafter of twelve per centum per annum until the State makes such payment, if that be within fifty years from the said first dividend, and if it be not then until the end of the said fifty years; and afterwards a net profit of ten per centum per annum until the State makes such payment.

An ACT to create a Railroad Commissioner for the State of Virginia, and to define his duties, approved March 31, 1877, *as amended by the act approved March* 12, 1878.

1. Be it enacted by the General Assembly, That there shall be a railroad commissioner for the State of Virginia, who shall not be a stockholder in, nor the owner of any bonds of, nor in the employment of, nor a contractor with, any railroad company created by the laws of this or any other State. The said commissioner shall be elected by the General Assembly for the term of two years, and shall be subject to removal for good cause. He shall have a clerk, to be appointed by himself, who shall keep a full and faithful record of the proceedings of said commissioner, and serve notices, and perform such other official duties as may be required of him by the commissioner. Before entering upon the duties of their respective offices, the said commissioner and clerk shall make and subscribe an oath that they will fathfully perform the said duties; and the said commissioner shall further make and subscribe an oath, that he is not a stockholder in, nor the owner of any bonds of, nor in the employment of any railroad company created by the laws of this or any other State, and that no such stock or bonds are held in trust for him. The said oaths shall be filed in the office of the Board of Public Works, and an entry of the taking of such oaths shall be made on the records of the proceedings of said commissioner, which shall be kept in his office.

2. Said commissioner shall have the general supervision of all railroads in this State, operated by steam, and shall examine the same, and keep himself informed as to their physical condition and the manner in which they are operated, with reference to the security and accommodation of the public, and the compliance of the several corporations with the provisions of their charters, and the laws of the commonwealth; and the provisions of this act shall apply to all railroads and railways, and to the corporations, trustees, receivers or others owning or operating the same.

3. Whenever, in the judgment of the railroad commissioner, it shall appear that any such corporation has violated any laws, or neglected in any respect or particular to comply with the terms of its charter, or with the provisions of any of the laws of the commonwealth, especially in regard to the connections with other railroads, the rates of toll and the time schedule, he shall give notice thereof, in writing, to such corporation; and if the violation or neglect is continued, after such notice, the commissioner shall make report of the facts to the Board of Public Works, and such board shall, if upon enquiry into such facts it deems it proper or necessary, direct the said commissioner to make application to a circuit court, or a judge thereof, in vacation, for an injunction to restrain the company complained of, from further continuing to violate the law or the terms of its charter.

4. Whenever, in the judgment of the railroad commissioner, it shall appear that repairs are necessary upon any such railroad, or that any addition to the rolling stock, or any enlargement of, or improvement in the stations or station-houses, or any modification in the rates of fare for transporting freight or passengers, or any change in the mode of operating the road and conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, he shall give information in writing to the corporation of the improvement and changes which he adjudges to be proper; and if the said company shall fail, within sixty days, to adopt the requirements of said commissioner, he shall make report thereof to the board of public works, for such action as it may deem expedient.

5. Upon complaint and application of the mayor and aldermen or council of any city or town, or trustees of any town, or the judge of the county court of any county within which any part of any such railroad is located, it shall be the duty of the railroad commissioner to make an examination of the physical condition and operation thereof. Before proceeding to make such examination in accordance with such application, said commissioner shall give to the applicants and the corporation, reasonable notice in writing of the time and place of entering upon the same. If upon such examination it shall appear to said commissioner that the complaint alleged by the applicant is well founded, he shall so adjudge, and shall inform the corporation operating such railroad of his adjudication, in the same manner as is provided in section three; and the company failing for sixty days after such notice to remove the cause of complaint, he shall make report thereof to the board of public works for such action as it may deem expedient.

6. The railroad commissioner shall investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident not so resulting, which, in his judgment, shall require investigation.

7. Every railroad corporation shall, at all times, on request, furnish the railroad commissioner any information required by him concerning the physical condition, management, and operation of its railroad, and particularly with copies of time, tolls, and also with the rates for transporting freight and passengers upon its road, and other roads with which its business is connected.

8. No request or advice of the railroad commissioner shall have the effect to impair, in any manner or degree, the legal duties and obligations of any railroad corporation, or its legal liability for the consequence of its acts, or of the neglect or mismanagement of any of its agents or servants.

9. The railroad commissioner shall make an annual report to the legislature of his doings, including such statements, facts, and explanations, as will disclose the actual working of the system of railroad transportation, in its bearing upon the business and prosperity of the commonwealth; and such suggestions as to the general railroad policy of the commonwealth, or as to any part thereof, or as to the condition, affairs, or conduct of any of the railroad corporations, as may seem to him appropriate, with a special report of all accidents, and the causes thereof, for the preceding year.

10. The said commissioner shall require the annual returns to be made by railroad companies in manner and form, and at the time now provided for by law, and shall be authorized to require returns to be made of such other matters as he may deem expedient. When the return received from any corporation is defective, or probably erroneous, the commissioner shall notify the corporation to amend the same within fifteen days. The commissioner shall prepare such tables and abstracts of all the returns he shall deem expedient, and his annual report shall be transmitted to the governor of the commonwealth, on or before the first Wednesday in January in each year, to be laid before the legislature. The originals of the return or returns as amended, subscribed, and sworn to by the directors of the corporations, shall be preserved in the office of the commissioner.

11. The annual salary of the railroad commissioner shall be two thousand dollars, and of his clerk twelve hundred dollars, payable quarterly by the auditor of public accounts, in the manner hereinafter provided. The commissioner shall be provided with an office in the capitol, or in some other suitable place in the city of Richmond, in which his records shall be kept. He may employ and take with him experts, or other agents, whose services he may deem to be temporarily of

importance; and he may draw upon the auditor of public accounts of the commonwealth for a sum, not exceeding five hundred dollars annually, to be expended by him in the payment of such experts or agents for their services, and in procuring necessary books, maps, statistics, and stationery, and in defraying expenses incidental and necessary to the discharge of the duties of his office. A statement of such expenses shall accompany his annual report.

12. The annual expenses and salaries of said railroad commissioner and his clerk, including office rent, if any, not to exceed four hundred dollars per annum, shall be borne by the several corporations owning or operating railroads, according to their gross income, to be apportioned by the auditor of public accounts. On or before the first day of July, in each year, he shall assess upon each of said corporations its just proportion of such expenses, in proportion to its gross income received for transportation for the year next preceding that in which the assessments are made; and such assessments shall be notified to the respective corporations by the said auditor of public accounts; and if not paid to him within twenty days after said notice, shall be recovered, on his motion, in the circuit court of the city of Richmond, after ten days' notice; said motion to be in his name, for the benefit of the railroad commissioner.

13. The railroad commissioner shall employ an expert when necessary, to be paid out of the fund herein provided; and said commissioner, his clerk and expert, shall be transported free on every railroad in this State, when travelling on official business.

14. This act shall be in force from its passage.

An ACT to provide for the Transportation of Convicts and Insane Persons and their Guards at reduced rates.

Approved March 12, 1878.

1. Be it enacted by the general assembly, That the railroad commissioner, with the approval of the governor, is hereby authorized to enter into contracts, for the period of two years, with the several railroads and other transportation companies doing business in this State for the transportation of convicts, insane, or other persons who are cared for by the State, the sheriff and all necessary guards to and from the penitentiary and the several asylums in this state, upon such terms as the railroad commissioner and the several transportation companies have agreed, not to exceed two cents per mile for each passenger transported under such contracts, subject to the following or similar provisions: First. It shall be the duty of the railroad commissioner as soon after the passage of this act as possible, to determine the most direct and practicable route from each courthouse by which to convey persons to the penitentiary and the several asylums, and shall file a copy of the schedule of routes determined upon, with the auditor of public accounts, superintendent of the penitentiary, and the superintendents of the several insane and other asylums, and shall notify the clerks of the several counties in the State of the route determined upon from their respective courthouses to the penitentiary insane and other asylums. The clerk of the court in which the sentence is passed, in addition to the papers usually furnished the sheriff or other officer charged with conveying the prisoner to the penitentiary, shall furnish the said officer a

transportation certificate, under seal of the court, stating the number and names of persons entitled to transportation for each part or line of railroad or other transportation company's line over which the said sheriff or other officer will necessarily pass in conveying the prisoner or prisoners to the penitentiary. Upon the presentation of the sheriff or other officer charged with the care of a lunatic of the proper papers, the clerk shall issue a like certificate of transportation to convey said officer, guard, and patient to the asylum in which the patient is to be received; provided that in all cases such transportation certificate shall be given over the route authorized by the railroad commissioner. The auditor of public accounts shall issue to the sheriff or other officer presenting the receipt of the superintendent of the penitentiary for a prisoner duly delivered at that institution, a similar transportation certificate, which shall entitle the sheriff and other guard to transportation back to the county from which the prisoner was brought. It shall be the duty of the superintendents of the several asylums to furnish sheriffs or other officers delivering patients at their respective institutions with like certificates. The superintendent of the penitentiary, in lieu of the mileage now allowed discharged convicts, shall furnish them with like transportation the distance they are entitled to, over any road or transportation line embraced in the schedule furnished by the railroad commissioner. All certificates shall be in the form prescribed by the railroad commissioner and approved by the several transportation companies in their respective contracts, and shall be taken up by the conductor or other agent authorized by the said transportation companies to collect fare as other tickets or fares are collected by them. The said certificates shall be presented by the transportation companies holding the same, either monthly or quarterly as may be determined upon by the said companies and railroad commissioner, to the auditor of public accounts, who shall examine and pay the same as other claims against the State are audited and settled. After contracts shall have been made under this act, no mileage shall be allowed any sheriff or other officer charged with conveying prisoners to the penitentiary or patients to an asylum for any distance that he travels or shall travel on a railroad or transportation company under the provisions of this act.

2. This act shall be in force from its passage.

[The foregoing act was subsequently amended, and is published below in full as amended.]

An ACT to provide for the Transportation of Convicts and Insane Persons and their Guards at Reduced Rates, approved March 12, 1878, *as amended by the Act approved April* 2, 1879.

1. Be it enacted by the general assembly, That the railroad commissioner, with the approval of the governor, is hereby authorized to enter into contracts, for the period of two years, with the several railroads and other transportation companies doing business in this state, for the transportation of convicts, insane, or other persons who are cared for by the State, the sheriffs and all necessary guards to and from the penitentiary and the several asylums in this State, upon such terms as the railroad commissioner and the several transportation companies have agreed,

(not to exceed two cents per mile for each passenger transported under such contracts), subject to the following or similar provisions: First. It shall be the duty of the railroad commissioner, as soon after the passage of this act as possible, to determine the most direct and practicable route from each courthouse by which to convey persons to the penitentiary and the several asylums, and shall file a copy of the schedule of routes determined upon with the auditor of public accounts, superintendent of the penitentiary, and the superintendents of the several insane and other asylums, and shall notify the clerks of the several counties in the State of the route determined upon from their respective courthouses to the penitentiary, insane, and other asylums. The clerk of the court in which sentence is passed, in addition to the papers usually furnished the sheriff or other officer charged with conveying the prisoner to the penitentiary, shall furnish the said officer a transportation certificate, under seal of the court, stating the number and names of persons entitled to transportation for each part or line of railroad, or other transportation company's line, over which the said sheriff or other officer will necessarily pass in conveying the prisoner or prisoners to the penitentiary, Upon the presentation of the sheriff, or other officer charged with the care of a lunatic, of the proper papers, the clerk shall issue a like certificate of transportation to convey said officer, guard, and patient to the asylum in which the patient is to be received: provided, that in all cases such transportation certificate shall be given over the route authorized by the railroad commissioner. The auditor of public accounts shall issue to the sheriff, or other officer presenting the receipt of the superintendent of the penitentiary, for a prisoner duly delivered at that institution, a similar transportation certificate, which shall entitle the sheriff and other guard to transportation back to the county from which the prisoner was brought. It shall be the duty of the superintendents of the several asylums to furnish sheriffs or other officers delivering patients at their respective institutions, with like certificates. The superintendent of the penitentiary, in lieu of the mileage now allowed discharged convicts, shall furnish them with like transportation the distance they are entitled to, over any road or transportion line embraced in the schedule furnished by the railroad commissioner. All certificates shall be in the form prescribed by the railroad commissioner, and approved by the several transportation companies in their respective contracts, and shall be taken up by the conductor or other agent authorized by the said transportation companies to collect fare, as other tickets or fares are collected by them. The said certificates shall be presented by the transportation companies holding the same, either monthly or quarterly, as may be determined upon by the said companies and railroad commissioner, to the auditor of public accounts, who shall examine and pay the same, as other claims against the State are audited and settled. After contracts shall have been made under this act, no mileage shall be allowed any sheriff or other officer charged with conveying prisoners to the penitentiary or patients to an asylum, for any distance that he travels or shall travel on a railroad or transportation company, under the provisions of this act.

2. That the contracts heretofore or hereafter made under the provisions of the first section of this act, may be renewed or extended for such time as the railroad commissoner, with the approval of the governor, shall deem to the interest or advantage of the State. The superintendent of each of the several lunatic asylums of the State is hereby authorized and directed, when practicable, to send a proper guard for each patient destined for the asylum under his management: provided, that when the said superintendent deems it as well for the patient and

more economical for the State, he is hereby empowered to authorize any friend of the patient of responsibility and character to guard and conduct such patient to the asylum, and shall furnish the party so appointed for the said purpose, a certificate which shall entitle him to the passes usually furnished sheriff or other officer; and upon presentation of said paper to the clerk of the county, city, or corporation in which the patient resides, the said clerk shall furnish the said person to convey said patient to the asylum the usual certificates of transportation: provided further, that the said superintendent shall allow the party appointed under this provision only the actual necessary expenses incured by him or them in conveying to the asylum said patient, and in cases in which neither of the above mentioned arrangement for guarding and conducting the insane to asylum shall be expedient or advisable, the sheriff or other guard as heretofore shall conduct insane persons to the asylum and shall be allowed actual necessary expenses in discharging this duty, and also one dollar per day to the sheriff or other officer for each day actually occupied in this service.

3. This act shall be in force from its passage.

An ACT to require the Railroad Commissioner to cause to be printed and conspicuously posted at railroad depots and stations certain portions of the railroad laws of the commonwealth, with proper explanations thereof, and suggestions thereasto, for the benefit of the public.

Approved March 28, 1879.

1. Be it enacted by the general assembly, That it shall be the duty of the railroad commissioner to cause to be printed and posted in conspicuous places at each depot and station of the several railroad, corporations in the commonwealth, such portions of the statutes regulating the tolls of such railroad corporations, and otherwise prescribing their duties, as to such railroad commissioner may seem proper, together with such explanations thereof, and suggestions thereasto, as will inform the public of their rights under such statutes, and will, in the judgment of such commissioner, best enable any person who may complain of any violation of such statutes, to have such violation thereof properly inquired into and punished.

2. This act shall be in force from its passage.

An ACT to regulate the Collection of Charges for the Transportation by Canal, Steamboat, and Railroad companies.

Approved April 2, 1879.

1. Be it enacted by the general assembly, That any steamboat, canal, or railroad company, doing the business of a common carrier within the limits of the State, shall, at the time of the delivery of any freight shipped or transported over the line of such company, furnish to the owner or consignee thereof, or the agent

of such owner or consignee, a bill plainly stating the class to which said freight belongs, the weight thereof, and the rate charged for transporting the same.

2. Any steamboat, canal, or railroad company that shall fail or refuse to deliver to the consignee a bill, as hereinbefore required, when the freight is delivered, shall forfeit three times the amount of the said freight charges, to be recovered, upon motion, before any justice of the peace or court of the county or corporation wherein the freight is delivered. If any such company shall fail or refuse to furnish said bill as hereinbefore required, the said company shall not have the right to receive any charges for transporting such freight, and shall not have the right to retain the same; and if the said company shall receive said charges without furnishing said bill, the same may be recovered by warrant or suit before any justice or court of the county or corporation wherein the freight is delivered, having jurisdiction of like amounts in any civil proceeding.

3. Any officer or agent of such company so receiving said charges of transportation without furnishing such bill, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be fined not exceeding twenty dollars.

4. It shall be the duty of the railroad commissioner, upon the passage of this act, to furnish to the superintendent of each railroad, and to the president of each steamboat and canal company doing business in this State as aforesaid, a copy of this act.

5. This act shall be in force on and after July first, eighteen hundred and seventy-nine.

I respectfully call your attention to sections forty-eight and forty-nine of chapter 61, of the Code of 1873, which require the railroad companies to report to the board of public works; to section fifty, where the same board is authorized and directed to prescribe the forms, &c., to be used by the railroad companies in making their annual reports; to section fifty, requiring the said board to have the said reports printed in tabular form. Section fifty-three prescribes that any railroad company refusing or neglecting to make the report required by section fifty, shall be liable to a penalty of five hundred dollars, and it shall be the duty of the board of public works to sue for the said penalty in the name of the commonwealth.

In section nine of the act creating the office of railroad commissioner, it is provided, that "the railroad commissioner shall make an annual report to the legislature of his doings, including such statements, facts, and explanations as will disclose the actual working of the system of railroad transportation, in its bearing upon the business and prosperity of the commonwealth; and such suggestions as to the general railroad policy of the commonwealth, or as to any part thereof, or as to the conditions, affairs, or conduct of any railroad corporations as may seem to him appropriate, with a special report of all accidents, and the causes thereof, for the preceding year."

Section ten of the same act, says: "The said commissioner shall require the annual returns to be made by railroad companies, in manner and form, and at the time now provided for by law, and shall be authorized to require returns to be made of such other matters as he may deem expedient. When the return received from any corporation is defective or probably erroneous, the commissioner shall notify the corporation to amend the same within fifteen days. The commissioner shall prepare such tables and abstracts of all the returns as he shall deem expedient, and his annual report shall be transmitted to the governor of the commonwealth on or before the first Wednesday in January in each year, to be laid before the

legislature. The originals of the return or returns as amended, subscribed, and sworn to by the directors of the corporations, shall be preserved in the office of the commissioner."

It is not clear but that the railroad companies are required to make report both to the board of public works and to your commissioner. I can find nothing in the act creating the office of railroad commissioner repealing sections forty-eight and forty-nine, chapter sixty-one, Code eighteen hundred and seventy-three, requiring the railroad companies to report to the board of public works, which board now assesses for taxation the railroad property within the State. The only allusion to the annual reports of the railroad companies in the act approved March thirty-first, eighteen hundred and seventy-seven, is in section ten, which says: "The said commissioner shall require the annual returns to be made by the railroad companies in manner and form, and at the time now provided by law."

If the words "manner and form" be so construed (as they have been, for the board of public works have not sent out the blank forms, as required by section fifty, chapter sixty-one, Code eighteen hundred and seventy-three,) as to relieve the railroad companies from the necessity of reporting to the said board, then there is no penalty prescribed if the railroads refuse or neglect to report to the railroad commissioner. But if they refuse or neglect to report to the board of public works, then, under section fifty-three, chapter sixty-one, Code eighteen hundred and seventy-three, the road so refusing or neglecting is liable to a penalty of five hundred dollars; and under that section the board of public works is required to sue for the said penalty in the name of the commonwealth.

I respectfully suggest that the powers and duties that clothe the board of public works by virtue of sections 48, 49, 50, 52, 53 and 54, be placed with the railroad commissioner of this State.

I call your attention to section 23, as amended and re-enacted in Acts of 1874–5, relating to the transportation of freight and passengers beyond the limits of the State. If your commissioner ever had jurisdiction over this interstate traffic and travel, (see case of Wabash, St. Louis and Pacific railroad company vs. The people of the State of Illinois, a synopsis of which case is given in this report,) that jurisdiction is now given under the interstate commerce bill to the railroad commissioners of the United States. See section thirty-one, chapter sixty-one, Code eighteen hundred and seventy-three.

Section three of the act creating the office of railroad commissioner, provides that: "Whenever, in the judgment of the railroad commissioner, it shall appear that any such corporation has violated any laws, or neglected in any respect or particular to comply with the terms of its charter, or with the provisions of any of the laws of the commonwealth, especially in regard to the connections with other railroads, the rates of toll and the time schedule, he shall give notice thereof, in writing, to such corporation; and if the violation or neglect is continued, after such notice, the commissioner shall make report of the facts to the Board of Public Works, and such board shall, if upon inquiry into such facts it deems it proper or necessary, direct the said commissioner to make application to a circuit court, or a judge thereof, in vacation, for an injunction to restrain the company complained of, from further continuing to violate the law or the terms of its charter."

It is suggested that the above section be so amended that instead of the words "make application to a circuit court or judge thereof, in vacation," the following be inserted: "make application to the circuit court of the city of Richmond, or the judge thereof, in vacation, or to the circuit court or judge thereof, in vacation, of the county where the cause of action arose."

buildings consist of a freight warehouse, ninety feet wide by three hundred feet long, of the best style of depot construction, with a street on either side; a passenger train shed, ninety-two feet wide by two hundred and eighty-six feet long, mostly wrought iron within and glass roof, and buildings for baggage, express, fuel, tools, etc., etc. The passenger depot, now generally called the Union depot, is the chief feature of the new buildings. It is a rectangular building, ninety feet by one hundred and forty, three-stories high, having a floor surface of 37,683 square feet, built of brick and red sandstone and iron with slate roof, very solid althrough, ornate in construction, and having all the appointments for a first-class passenger depot, including offices for the roads interested. The accommodations are ample for the passenger business of all the roads entering Richmond if it shall ever be found possible for the other roads to reach it, and every reasonable facility should be extended to the other Virginia roads to do so. There is a spacious depot yard in the rear of the building for the accommodation of carriages and baggage wagons, which relieves the adjoining streets of the crowding usual at all depots, which is of very great advantage to the outside traffic of this busy part of the city. The track space has been arranged with admirable economy so that one hundred cars can be handled at a time. The expenditures made for these several improvements will exceed two hundred thousand dollars. The increased value of the adjoining property can hardly be measured, but it may be safely estimated that the increased traffic coming to and through this State by the facilities thus afforded, will annually add to the general wealth of the whole outlay made by the railroads. If any scheme can be suggested, either by tunnels or elevated tracks, by which the other roads can be induced to reach this depot (so that it may be really a union depot), the advantage to the city of Richmond, as well as to the whole State, will be still more apparent. The Richmond and Petersburg railroad, which has paid over half of the heavy outlay, is only twenty-two miles long, but it is understood that the roads south of it, in and beyond the State, forming what is known as the Atlantic Coast Line, have consented to contribute a fair share of the cost of maintaining these improvements.

Second. The new freight depot of the Richmond and Danville railroad is better described in the language of one of Richmond's leading newspapers:

"One of the most striking evidences of the strides onward which have been made by the city, is shown by a visit to the new freight depot, or rather depots, of the Richmond and Danville System, and which was occupied about the first of the month.

"In striking contrast, is this building to the old shed facing on Mill street, which was used by the company for a number of years, and which always presented a dilapidated appearance, scarcely worthy of a place of the size and pretentions of Richmond, even when it was a much smaller city than at present. This old structure is now being rapidly demolished, and soon, no doubt, a large and imposing passenger depot will be erected on its site. But the new buildings are as elegant as the old shed was hideous.

"Stretching all the way from Fourteenth street to Shockoe creek stand the two substantial brick buildings, constructed in the most approved style of railway architecture. One on the left as they are approached, is the receiving depot for all Southern bound freight, while that on the right is entirely for inward and city freights. Between the two, and on all sides, are lines of railway tracks so arranged that cars have every possible convenience for loading or unloading, while it is in contemplation to unite the two by means of a covered light iron bridge, extending

across from the handsome up-stairs offices. Inside, too, a busy scene is presented. Freight of every conceivable character and description lies piled up throughout the spacious building, substantial proof of the far-reaching capacity and facilities of Richmond's pet railway system, and giving some idea of the importance of this city as a commercial centre.

"The expense and labor attendant on this, one of the most capacious and handsame freight buildings in the United States, must have been no trifling matter. The entire site of the two buildings has had to be raised from four to almost fourteen feet—itself a work of considerable magnitude. Then the buildings had to be erected, and although the work was only begun about a year ago, it has in that short time been thoroughly done by the company's hands, and there is nothing cheap or common about it.

"Any one interested in Richmond's growth and welfare would be well paid by a visit to this mammoth establishment. It is, in a word, an ornament to the city and a credit to the enterprising corporation by which it was erected and is owned."

Third. Commodious and attractive brick passenger stations have been erected at Staunton and Lexington by the Valley railroad company. At Mint Spring, Greenville, Raphine, and Fairfield neat and suitable station buildings with platforms have been erected, and at Folly Mills a passenger shed and platform. At Timber Ridge a neat and suitable station building has been erected, and additional side track laid. At Lexington frame engine house has been built, and passenger platform erected, and siding extended at Spotswood. Thirteen thousand one hundred and fourteen cubic yards of stone ballast have been put into the main track during the year. During the present year, (1885–6) a new station has been established at Decatur, Virginia, and the roadway materially improved and bridges strengthened.

Fourth. A very nice depot has been erected in Petersburg by the Norfolk and Western railroad company. The same company has made valuable improvements in their terminal facilities at Norfolk, such as warehouses, depots, &c., which have cost them vast sums of money. While there has been very little railroad building in the State within the past year, the improvements to the roads built in the shape of depot facilities have been greater than in any year in the history of the commonwealth, such improvements having cost the companies over four hundred thousand dollars. There are many other minor improvements, but these are mentioned as the most important.

There are two new roads being built. The Chesapeake, Norfolk and Carolina, and the South Atlantic and Ohio. A description of these roads is given in another part of this report.

I have required so far as possible that all roads having a separate organization report to this office. Heretofore many of the leased roads were included in the operation of the main line. For example, the Franklin and Pittsylvania, which is leased by the Virginia Midland, was included in the operations of the last road. This I think, is not according to the intent of the law. Therefore the change. In the following description of the roads in this State, you will observe that the through rate and local rate are not severed, and therefore the average is very low. I think it well that this office in future request the roads not only to give the through average rate, but also the local rate per passenger, and the local rate per ton per mile.

SYNOPSIS OF RAILROAD BUSINESS, &c.

ATLANTIC AND DANVILLE RAILROAD.

Line of road—Claremont, Va., to Danville, Va.—165 miles. Completed December 31, 1885. Claremont, Va., to Bellefield, Va., 55 miles.

A number of counties have subscribed to the capital stock of this road, and in a few years it is thought it will be completed to Danville.

The rate of fare charged for passengers for 1886 per mile, was three cents.

The average rate per ton per mile of freight not reported.

Gross earnings for 1886, $67,168 15; gross expenses for 1886, $33,000 00.

ALEXANDRIA AND WASHINGTON RAILWAY.

Line of road—Alexandria, Va., to Washington, D. C.—6.09 miles. Gauge 4 feet 9 inches.

Operated in the interest of the Pa. R. R. company by the Alexandria and Fredericksburg railway company. In June, 1882, this road was placed into the hands of a receiver.

Operations for past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	214,203	351,074	493,848	593,481	613,504	624,630
Freight carried—tons	73,529	162,711	253,424	266,623	274,993	317,696
Earnings	21,687 35	31,276 97	41,214 49	44,752 54	45,104 91	44,866 00
Expenses	27,694 77	27,050 71	37,528 62	39,678 57	36,268 37	37,126 06
Average rate—passengers	1.898	1.521	1.382	1,323	1.318	1.250
Average rate—freight	2.449	1.912	1.674	1,632	1.501	1 400

ALEXANDRIA AND FREDERICKSBURG RAILWAY.

Line of road—Alexandria, Va., to Quantico, Va.—28.97 miles. Gauge 4 feet 9 inches. Chartered February 3, 1864. Road opened July 2, 1872. Placed in hands of trustees December 5, 1872.

Operations for past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	352,216	332,832	382,571	465,395	476,863	452,236
Freight moved	106,665	107,776	226,317	235,840	254,780	304,671
Gross earnings	132,681 26	139,715 34	141,148 05	154,156 58	147,544 86	149,913 20
Expenses	114,204 52	136,904 23	122,314 32	112,698 61	124,048 08	123,155 03
Average rate passengers	2.098	2.172	2.192	2.101	1.894	1.724
Average rate freight	1.855	1.343	1.300	1.289	1.258	1.145

WINCHESTER AND STRASBURG, STRASBURG AND HARRISONBURG, AND VALLEY RAILROAD COMPANIES.

These roads are operated by the Baltimore and Ohio railroad company.

The length of the line of the Winchester and Strasburg is 19 miles. The average rate of fare charged is 2.88 cents, and average rate per ton per mile charged is 1.30 cents.

The length of the main line of Harrisonburg and Strasburg railroad is 51 miles.

The rate of fare charged is 2.76 cents; average rate per ton per mile charged is 1.22 cents.

The Valley Branch, from Harrisonburg, Va., to Lexington, Va., 62 miles. Average rate of fare charged, 3¼ cents; average rate per ton per mile of freight, 6.59 cents. This road also controls the Winchester and Potomac road, only a few miles of which is in this State.

BRIGHT HOPE RAILWAY.

Line of road—Clover Hill, Va., to Osborne's Landing, Va.—21 miles. Gauge 3 feet.

Built in 1853. Sold under foreclosure April 26, 1877. Reorganized by the purchasing bondholders, June 10, 1877.

In 1881 the road was extended east 4½ miles, and west 10 miles.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	3,763	1,969	2,238	2,810	2,909	2,724
Tons of freight moved	46,754	55,000	72,676	58,941	81,154	63,402
Gross earnings	16,468 00	28,610 00	47,026 00	41,369 00	50,491 00	39,078 00
Expenses	9,907 00	18,094 00	32,274 00	30,602 00	34,736 00	33,425 00
Average passenger rate	2.3	2.8	2.8	2.2	2.2	2.1
Average freight rate	2.7	2.1	2.1	2.6	2.3	2.25

BUCKINGHAM RAILROAD COMPANY.

See reports.

CHESAPEAKE, NORFOLK AND CAROLINA RAILROAD.

Line of road—From Norfolk, Va., to some point on the North Carolina line—not reported. Chartered January 21, 1886. In course of construction; about four miles of line completed.

CHESAPEAKE AND OHIO DIVISION OF THE NEWPORT NEWS AND MISSISSIPPI VALLEY RAILROAD.

From Newport News, Va. to Huntington, W. Va.—494 miles. From Old Point Comfort to Newport News—9 miles.

Consolidation (1868) of the Virginia Central and the Covington and Ohio railroad companies.

The Virginia Central railroad was opened to Covington, at the base of the Alleghany range, 208.50 miles from Richmond, in 1867. Included in this line was the Blue Ridge railroad, of 17 miles, a State work, involving an extensive tunnel.

The Covington and Ohio railroad was undertaken, with means supplied chiefly by the State, for the purpose of extending its railroad system to the Ohio river. Upon the latter road a large amount of money was expended. The work on the extension was abandoned in 1861, resumed in 1868, and the whole line completed March 1st, 1873.

The company having made default on its coupons maturing November, 1873, a receiver was appointed October 9, 1875. On the 2d of April, 1878, the road was sold, and on a plan of reorganization on behalf of all parties interested, the present company was organized, to which the property was conveyed July 1, 1878.

From New Orleans, westward, to the Pacific coast, the Southern Pacific system forms a continuation of this line, thus placing substantially under the same ownership and control an unbroken line of railroad from Newport News, Virginia, to San Francisco.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	496,198	484,174	572,572	559,415	502,773	553,804
Freight—tons	1,435,597	1,367,469	1,949,676	1,579,106	1,849,938	2,101,250
Average passenger rate	2.99	2.60	2.37	2.38	2.27	2.137
Average freight per ton	0.891	0.793	0.723	0.672	0.548	0.543
Gross earnings	3,375,968	3,334,977	3,906,792	3,538,605	3,361,235	3,931,579
Expenses	2,743,430	2,302,449	2,599,934	2,499,744	2,465,812	2,716,950

Comparative statement of Local freight rates between Richmond and Charlottesville—97 miles.

TARIFF ISSUE.		CLASSES. In Cents per 100 Pounds.									Minimum Car Load Rates—Per 100 Lbs.		
Month.	Year.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	Wheat.	Other Grain.	Salt.
June	1866	53	45	32	20	15					33	26.5	26.5
June	1869	45	36	20	12.5	12.5					23	20	20
September	1874	38	32	18	12	12					18	18	18
July	1875	43	36	29	21	14					20	20	11
October	1877	43	36	29	21	14					18	18	14
September	1881	42	36	29	21	14	17	14.5	10.5	8.5	14	14	10.5
August	1885	42	36	29	21	14	14	14.5	9	7	14	14	9

Comparative statement of Local freight rates between Richmond and Clifton Forge—193 miles.

TARIFF ISSUE.		CLASSES. In Cents per 100 Pounds.									Minimum Car Load Rates—Per 100 Lbs.		
Month.	Year.	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	Wheat.	Other Grain.	Salt.
June	1866	88	78	56	36	24					56	44	44
June	1869	71	61	43	35	20					39	35	35
September	1874	61	50	39	28	20					28	28	28
July	1875	63	55	45	31	21					28	28	18
October	1877	63	55	45	31	21					28	28	18
September	1881	58	49	41	29	19.5	23	20.5	14.5	11.5	19.5	19.5	14.5
August	1885	58	49	41	29	19.5	23	20.5	15	11	19.5	19.5	15

DANVILLE AND NEW RIVER RAILROAD.

Line of road—From Danville, Va., to Stuart, Va.—75 miles. Gauge 3 feet. Chartered March 20, 1873. Charter amended March 20, 1877. Road opened December 1, 1881.

Operations for the year 1886.

Passengers carried, 40,897; number tons freight, 20,078.

Average rate fare charged, 3¾ cents. Average rate per ton per mile charged on all classes freight, 4 cents.

This road in the last twelve months has been placed in the hands of receivers.

MEHERRIN VALLEY RAILROAD.

Line of road—Margarettsville, N. C., to Hicksford, Va.—20 miles. Gauge 4 feet 8½ inches. Chartered March 14, 1878. Road in operation during 1884 from junction with Seaboard and Roanoke railroad to Claresville, Va., 10 miles. The track of the Seaboad and Roanoke is used from junction to Margarettsville, 0.25 miles. Early in 1885 the line was completed throughout its entire length. The road has been lately placed in the hands of trustees. The principal freight of this road is lumber and wood. Average rate charged for passengers, 4 cents. Average rate of freight per ton per mile, 5 cents.

NORFOLK AND OCEAN VIEW NARROW-GAUGE RAILROAD.

Line of road—From Norfolk, Va., to Ocean View, Va.—8 miles. Chartered in 1878. Opened September, 1879. Gauge 3 feet 6 inches. This road is used principally for excursions. Some wood and sand is hauled to Norfolk during the winter months.

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD.

Line of road—from Delmar, Delaware to Cape Charles, Virginia—95 miles.

Was completed to Cape Charles, Virginia, November 17, 1884. The company also operates a ferry between Cape Charles, Old Point Comfort, Portsmouth, and Norfolk.

In 1881, the present company was chartered as successor of the Peninsula railroad company of Virginia. In response to letter, the auditor of the road says:

"It would be impossible for me to give you the cost per ton per mile in transporting freight in the year 1884, as our line was not completed in that year. For the year 1885 I can give you the figures, but they will include the cost per ton for transporting the freight *over the whole line*, in Maryland as well as in Virginia, and would include the water transportation for such freight as went to Norfolk.

"The cost during the year (1885) was 2.11 cents per ton per mile. The rate of freight charged per ton per mile during 1885, was 2.14 cents, leaving net earnings for that year of 3 cents. Please understand that our line through was not perfected until March of 1885, though the figures quoted to you cover the whole of that year. It is to be understood, however, that the heavy portion of expenses was on the line in Virginia, and the bulk of the earnings was made on the line in Maryland.

"Could these figures be divided so as to show you the cost per ton and the amount charged per ton in Virginia alone, they would show a very different result—that of a considerable loss to the company. I am unable, however, to divide them in this manner. Average passenger rate 1886, 2.54 cents; average ton rate, 1886 was 1.34 cents."

NORFOLK SOUTHERN RAILROAD.

Line of road—Berkeley, Va., to Edenton, N. C.—73.28 miles. Chartered as Elizabeth City and Norfolk railroad company January 20, 1870. Road opened to Elizabeth city, 45 miles, June 1, 1881; to Edenton, December 16, 1881. Name changed by legislative enactment, February 1, 1883.

Average rate of fare charged in 1886, 3.1 cents; average rate per ton per mile on all classes freight, 2.7 cents.

Average:

Rate per ton per mile of freight transported in 1882	4.48
" " " " " " " 1883	3.94
" " " " " " " 1884	2.99
" " " " " " " 1885	2.79

Average:

Cost per ton per mile of freight transported in 1882	3.41
" " " " " " " 1883	2.83
" " " " " " " 1884	2.50
" " " " " " " 1885	2.01

NORFOLK AND VIRGINIA BEACH.

Line of road—Norfolk, Va., to Virginia Beach—17.8 miles. Gauge, 3 feet. Rails, steel, 30 pounds per yard.

The Norfolk and Virginia Beach Railroad and Improvement company was chartered January 14, 1882. Road opened July 28, 1883. The company has purchased all the property of the Seaside Hotel and Land company at Virginia Beach, 6 miles below Cape Henry, and has erected hotels, cottages, &c. During the year 1884, the road was placed in the hands of receivers on application of certain judgment creditors. In 1885 receiver discharged and road restored to company.

This road has added to its rolling stock and greatly improved its road-bed during the past year.

The rate per ton per mile is between 4 and 5 cents, and the cost 2 cents. This road does mostly a passenger business. The rate has changed but little since 1883.

NORFOLK AND WESTERN RAILROAD.

Line of road—Norfolk, Va., to Bristol, Tenn.—408.38 miles.

Branches.

From Petersburg to City Point, Va	10	miles.
Glade Spring to Saltville, Va	9.5	"
New River, Va., to Pocahontas, West Va	75	"
Pocahontas to Coal mines	7.1	"
Norfolk to Lambert's Point	5.3	"
Total length of line operated January 1, 1886	515.2	"

The gauge of this road was 5 feet, but about May 1, 1886, the gauge was changed to 4 feet 9 inches.

This company is the successor of the Atlantic, Mississippi and Ohio railroad company, which was a consolidation of the Norfolk and Petersburg railroad company (chartered March 15, 1851; opened in 1852), the South Side (chartered March, 1846; opened in 1857); and the Virginia and Tennessee railroad company.

Operations for the past five years.

YEAR.	Gross earnings.	Operating expenses.	Net earnings.
1881	$2,267,288 62	$1,163,232 75	$1,104,055 87
1882	2,429,740 12	1,322,576 63	1,107,163 49
1883	2,812,776 50	1,509,573 56	1,303,203 03
1884	2,711,153 27	1,516,858 34	1,194,294 93
1885	2,771,120 87	1,649,291 68	1,121,829 19

Passenger statistics.

	PASSENGERS CARRIED.			EARNINGS.			Expenses per passenger per mile.	Profit per passenger per mile.
YEAR.	Local.	Through.	Total.	Local.	Through.	Per passenger per mile.		
1881	203,098	12,806	215,904	$329,137 86	$67,681 22	3.970	2.124	1.846
1882	248,513	14,834	263,347	369,637 40	74,664 03	3.858	2.175	1.683
1883	289,511	18,416	307,927	403,477 25	82,327 56	3.845	1.925	1.890
1884	396,199	16,253	412,452	448,478 84	72,712 72	3.362	1.963	1.399
1885	365,896	22,191	388,087	387,687 62	70,757 77	3.027	1.777	1.250

Freight statistics.

	TONS OF FREIGHT CARRIED.			EARNINGS.			Expenses per ton per mile.	Profit per ton per mile.
YEAR.	Local	Through	Total.	Local.	Through.	Per ton per mile.		
1881	359,262	178,840	538,102	$991,174 67	$746,007 23	1.450	0.734	0.716
1882	417,140	192,587	609,727	1,092,888 96	749,494 35	1.384	0.748	0.636
1883	539,906	257,349	797,255	1,198,600 42	983,110 56	1 409	0.769	0.640
1884	660,871	231,641	892,512	1,235,037 64	790,049 02	1.202	0.663	0.539
1885	957,709	242,081	1,199,790	1,453,124 01	681,995 97	0.741	0.443	0.298

Development of mineral traffic as shown in following table.

	1882.	1883.	1884.	1885.
Iron ore	1,399	51,915	49,302	60,825
Pig iron	13,372	24,611	28,591	23,209
Coal	4,735	54,552	153,229	490,138
Coke		23,762	56,360	48,571
Slate, stone and marble	6,181	20,217	27,718	15,623
Salt	1,214	11,482	13,238	13,495
Plaster	1,620	4,214	4,272	4,405
Total tons	28,521	190,753	332,710	665,266

NORFOLK TERMINAL COMPANY.

Line of road—Norfolk, Va. to Lambert's Point—5.3 miles. Sidings, 5.1 miles. Total track, (steel) 10.4 miles.

Chartered March 6, 1882. Road opened March 12, 1885. The charter of this company authorizes the ownership of land, the construction and operation of a line of railroad, the building and operating of wharves, storehouses, cotton presses, and grain elevators, the chartering of vessels, etc., and gives power to consolidate with the Norfolk and Western railroad company.

The terminal company has purchased 483 acres of wharf property and 1⅞ miles of water front at Lambert's Point, below Norfolk, and a road to connect with the

Norfolk and Western railroad company's property has been built. A large coal wharf has been completed, and during 1885, the company erected on land leased from the Norfolk and Western railroad company two brick fire-proof warehouses, each having a frontage of 205 feet, with a depth of 95 feet, and having four compartments. The total cost of a thousand other improvements during 1885, was $135,333 23, which was advanced by the Norfolk and Western railroad company, the latter renewing first mortgage bonds of the Terminal company at par.

The expenses of operating the road, pier, and warehouses are included in the operating expenses of the Norfolk and Western railroad company, and all revenue therefrom is included in the gross earnings of that company, but the Terminal company owns certain dividend paying securities, the revenue from which, with other small revenues during the year, amounted to $6,026 37, which enabled it to pay a dividend of 1¾ per cent. on its full paid capital stock in March, 1886.

Capital stock, $323,026 00, of which $321,090 00 is owned by the Norfolk and Western railroad company.

ROANOKE MACHINE WORKS.

These works are situated in the city of Roanoke, Va. The grounds comprise 60 acres, upon which are erected the various buildings for the manufacture of locomotives and cars.

Construction completed and operations begun in 1883. Capacity of car shops, 10 cars per day; capacity of wheel foundry, 50 car wheels per day. These works are controlled by the Norfolk and Western railroad company.

PETERSBURG RAILROAD.

Line of road—Petersburg, Va., to Weldon, N. C.—61 miles. Gauge 4 feet 8½ inches. Chartered February 10, 1830. Opened in 1833. In May, 1877, placed in hands of receiver. Restored to stockholders May 19, 1881.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	41,077	53,552	63,559	66,765	68,553	69,693
Tons of freight moved	107,196	109,593	111,445	120,837	114,170	141,505
Gross earnings	286,256	298,543	.....	.....	.....	326,076
Expenses	189,282	159,703	.....	.....	.....	198,662
Aver. pass. rate per mile	3.791	3.21	3.08	2.97	2.98	2.9
Aver. freight rate per mile	2.865	2.93	2.74	2.71	3.28	2.3

POTOMAC RAILROAD.

Length of main line—that is from the terminus of the Richmond, Fredericksburg and Potomac railroad to Quantico—1.7 miles. This road is leased to the Richmond, Fredericksburg and Potomac railroad company.

POTOMAC, FREDERICKSBURG AND PEIDMONT RAILROAD.

Line of road—Fredericksburg, Va., to Orange Courthouse, Va.—38 miles. Gauge 3 feet. Occupies the line of the old Fredericksburg and Gordonsville railroad, which had completed 17.5 miles. Road opened April 4, 1877. Came under control of present company, May 13th, 1878.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	7,788	10,472	11,218	10,573	8,110	7,527
Tons freight moved	44,016	41,226	34,759	31,641	24,578	25,437
Gross earnings	35,317 37	44,188 86	40,923 51	39,468 67	31,755 53	32,839 14
Expenses	33,386 62	42,916 75	38,745 51	29,786 50	36,406 46	27,254 55
Average rate—passenger	3.11	3.81	3.04	3.26	3.59	3.37
Average rate—freight	2.98	3.67	3.96	4.52	4.58	4.58

RICHMOND AND ALLEGHANY RAILROAD.

Line of road—Richmond, Va., to Clifton Forge, Va.—230.35 miles.

Lexington Branch—Balcony Falls to Lexington—20.36 miles.

Buckingham railroad—leased—4 miles.

Chartered February 27, 1879. Road opened October 18, 1881. June 23, 1883, the road was placed in the hands of receivers.

The Richmond and Alleghany railroad, under its charter, acquired the property, works, and franchises of the James river and Kanawha canal company and the Buchanan and Clifton Forge railway company.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	75,852	132,133	157,921	148,528	155,000	148,678
Tons of freight moved	.....	.....	307,796	274,225	320,130	347,833
Average rate of fare	2.24	2.91	2.49	2.86	2.54	2.45
Average rate of freight	3.75	1.863	1.78	1.43	1.197	1.076

Earnings and expenses per ton and per passenger per mile.

YEARS.	EARNINGS.		EXPENSES.	
	Freight per ton per mile.	Passenger—per passenger per mile.	Freight per ton per mile.	Passenger—per passenger per mile.
1882	1.806	2.55	1.527	2.43
1883	1.800	2.49	1.355	2.29
1884	1.434	2.86	1.356	2.85
1885	1.197	2.54	1.028	2.52

The expenses cover all payments properly chargeable to operation, except interest on the funded debt.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.

Line of road—Richmond, Va., to Quantico (Acquia creek), Va.—80 miles. Leased: Potomac railroad—Quantico to Junction—1.70 miles. Total length of line operated, 81.70 miles. Gauge 4 feet 8½ inches. Chartered February 25, 1834. Opened from Richmond to Fredericksburg January 23, 1837; to Quantico September 30, 1852. The connection railroad was opened August, 1870; the Potomac railway May 1, 1872.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	142,216	158,780	201,998	209,725	.....	215,125
Tons freight moved	128,597	162,680	160,973	160,606	.....	220,037
Gross earnings	404,639 94	437,516 45	470,580 89	471,705 32	471,912 89	
Expenses	198,186 97	267,331 63	276,179 69	289,839 78	280,097 46	
Average rate—passengers	2.89	.....	2.63	2.67	2.60	2.14
Average rate—freight	1.96	.....	1.81	1.76	1.59	1.37

RICHMOND, FREDERICKSBURG AND POTOMAC, AND RICHMOND AND PETERSBURG CONNECTION RAILROAD.

Line of road in Richmond—1.25 miles.

RICHMOND AND PETERSBURG RAILROAD.

Line of road—Richmond, Va., to Petersburg, Va.—22.50 miles. Port Walthall Branch, 2.33 miles. Total length of road operated, 24.83 miles. Gauge 4 feet 8½ inches. Chartered February 25, 1834. Opened February 13, 1835.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	127,630	122,672	141,882	150,473	147,127	150,570
Tons freight moved	133,364	114,935	103,162	118,471	124,223	164,139
Earnings	185,905	174,378	182,820	195,369	192,650	207,455
Expenses	99,978	117,781	104,575	108,299	97,481	111,855
Average rate—passenger	3.0325	2.9523	2.7576	2.7589	2.8075	2.8
Average rate—per ton	3.33	3.35	3.84	3.41	2.28	2.9

The earnings per mile per passenger, per ton per mile for freight, and cost per ton per mile for freight, from 1875 *to* 1885, *inclusive.*

YEAR.	Earnings per mile per passenger.	Earnings per ton per mile for freight.	Cost per ton per mile for freight.
1875	3.000	3 49	2.24
1876	3.5?8	3.88	2.72
1877	3.603	3.91	2.95
1878	3.834	3.35	2.51
1879	3.7008	3.61	2.03
1880	3.6130	3.31	1.78
1881	3.0325	3.33	1.16
1882	2.9523	3.35	2.71
1883	2.7567	3.84	2.42
1884	2.7589	3.41	2.00
1885	2.8075	3.28	1.81

SEABOARD AND ROANOKE RAILROAD.

Line of road—Portsmouth, Va., to Weldon, N. C.—80 miles. Gauge 4 feet 9 inches. Consolidation in 1848 of the Portsmouth and Roanoke railroad company (chartered March 8, 1832,) and the Roanoke railroad company (chartered May 10, 1836). At the time of the consolidation both roads had been sold under foreclosure. The reconstructed line was opened November 10, 1857.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	41,111	60,806	62,746	69,262	68,832	61,362
Tons of freight moved	342,270	372,147	364,235	332,065	294,824	257,564
Gross earnings	742,643 18	763,246 58	686,888 77	666,526 34	644,322 95	587,535 94
Expenses	479,863 44	594,500 32	526,151 36	479,747 84	538,827 39	402,160 08
Average rate—passenger	3.5	3	3	3	3	2.95
Average rate—freight	3.5	3	3	3	3	3.

SOUTH ATLANTIC AND OHIO RAILWAY COMPANY.

In course of construction. See report.

SHENANDOAH VALLEY RAILROAD.

Line of road—Hagerstown, Md., to Roanoke, Va.—238.11 miles. Gauge 4 feet 9 inches. Chartered February 23, 1867. Branches to connecting railroads and to iron and mangenese mines, 17.24 miles. Total length of road and branches, 255.35 miles.

During 1883 the Norfolk and Western railroad company acquired a controlling interest in this company. March, 1885, this road was placed in the hands of a receiver.

Operations for the past four years.

	1883.	1884.	1885.	1886.
Passengers carried	185,381	183,506	166,488	167,561
Freight—tons moved	398,462	403,848	397,106	390,865
Average rate—passenger	2.64	2.49	2.25	2.25
Average rate—freight	1.25	1.26	1.13	1.13

SUFFOLK LUMBER RAILROAD COMPANY.

See report.

SUFFOLK AND CAROLINA RAILROAD COMPANY.

Line of road—Suffolk, Va., to Chowan river, N. C.—40 miles. Completed 26 miles. Gauge 3 feet 6 inches. Incorporated as the Nansemond Land, Lumber and Narrow Gauge railroad company in 1873. Corporate name was changed to the Suffolk and Carolina railway company by act approved February 26, 1884.

RICHMOND AND WEST POINT TERMINAL RAILWAY AND WAREHOUSE COMPANY.

This company was incorporated by the State of Virginia by an act passed March 8, 1880, with an authorized capital of $5,000,000. The object of its incorporation was to acquire, in the interests of the Richmond and Danville railroad company, railroads and other property, which the latter, by its charter, could not directly acquire. The Terminal company was authorized to acquire, by purchase or otherwise, stocks and bonds of railroad companies in the States of North Carolina, South Carolina, Tennessee, Kentucky, Georgia, Alabama, Mississippi, and other States, and was vested with all powers necessary for such purposes. Amendments

to its charter allowed it to increase its capital stock without limit to consolidate with other companies, and to change its name when desired to that of the "Richmond, Danville and Southern Railway Company." The capital stock of the company on July 21, 1881, was $3,000,000. On December 29, 1881, it was increased to $5,000,000, and on March 30, 1882, to $15,000,000. The additional $10,000,000 in this case being sold to stockholders of the company at $25 per share, realizing $2,500,000 on the increase, and making $7,500,000, as the amount realized on the $15,000,000 capital stock, which was issued as full paid stock.

This company owns a short line of railroad, connecting its wharf property at Rocketts, in Chesterfield county, Va., with the tracks of the Richmond and Danville railroad company, and controls the following railroads in the State of Virginia:

RICHMOND AND DANVILLE RAILROAD.

Richmond, Va., to Danville, Va., 140½ miles. Piedmont railroad—Danville, Va., to Greensboro', N. C.—48.60 miles. Richmond, York River and Chesapeake railroad—West Point to Richmond, Va.—38.50 miles. Milton and Sutherlin railroad and Richmond and Danville railroad—Fourteen miles east of Danville to Milton, N. C. Pittsylvania railroad: Line of road—Junction of Virginia Midland railroad to Pittsville, Va.—7 miles. Franklin and Pittsylvania railroad: Line of road—Pittsville, Va., to Rocky Mount, Franklin county, Va.—30 miles. Charlottesville and Raidan railroad: Line of road—From Orange Courthouse, Va., to Charlottesville, Va.—28¼ miles. Virginia Midland railroad: Line of road—From Alexandria, Va., to Danville, Va.—233 miles. This mileage includes 28.2 miles of the Charlottesville and Rapidan railroad. Washington, Ohio and Western railroad: Line of road—Alexandria, Va., to Round Hill, Va.—50 miles.

Chartered March 9, 1847. Main line opened May 16, 1856. This company did control the Richmond and West Point Terminal Railway and Warehouse company, which was an auxiliary organization to the Richmond and Danville railroad company, and was formed for the purpose of acquiring roads not directly connecting with the Richmond and Danville railroad company. The charter of the latter company debarring it from owning stock in any but connecting lines, but within the past twelve months the auxiliary company has gotten control of the Richmond and Danville railroad company.

Alfred Sully, president. Principal office of address, New York. The general office is located in Washington, D. C. The general officers of this road up to October 1, 1886, were located in the city of Richmond. At that time they were moved to Washington. Soon after the removal, the Danville system passed into the hands of the new and present management, and it is now proposed to bring back the general offices to the city of Richmond.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1885.
Passengers carried	152,226	171,783	193,709	189,153	182,350	188,265
Tons of freight moved	406,235	470,013	530,092	542,298	565,451	574,064
Gross earnings	1,375,799	1,451,911	1,554,041	1,576,570	1,610,958	1,598,180
Expenses	729,039	864,904	745,491	761,748	770,121	682,984
Average rate—passengers	3.092	2.811	2.853	3.030	2.925	2.975
Average rate—freight	2.067	1.777	1.934	1.898	1.789	1.784

PIEDMONT RAILROAD.

Danville, Va., to Greensboro', N. C., 48.6 miles. Gauge 5 feet. Organized in 1868. Road leased to, and virtually owned by the Richmond and Danville railroad company. Rental, $60,000 a year.

RICHMOND AND MECKLENBURG RAILROAD.

Keysville, Va., to Clarksville, Va., 31.58 miles. Owned by Richmond and West Point Terminal Railway and Warehouse company.

MILTON AND SUTHERLIN RAILROAD.

Main line—Richmond and Danville railroad, 14 miles east of Danville to Milton, N. C.—7 miles. Gauge 3 feet. Chartered in 1876. Opened in February, 1878. Operated by the Richmond and Danville railroad company from July, 1882.

The road is practically owned by the Richmond and Danville railroad company, which owns $36,400 of its capital stock. Total stock, $61,200.

RICHMOND, YORK RIVER AND CHESAPEAKE RAILROAD.

Richmond, Va., to West Point, Va.—38.50 miles. Total track (steel 8.16 miles) 45.5 miles. Gauge 5 feet; rails 56 lbs. Chartered as Richmond and York River railroad, January 31, 1853. Opened in 1869. Sold under foreclosure May 2, 1872. Reorganized by purchasing bondholders under existing title. Leased to the Richmond and Danville railroad company in perpetuity from July 1, 1881, for $85,500 per annum.

WASHINGTON, OHIO AND WESTERN RAILROAD.

Line of road—Alexandria, Va., to Mount Pleasant, West Va.—325 miles in operation. Alexandria to Round Hill, Va., 50.1 miles; sidings, &c., 4 miles. Gauge 4 feet 8½ inches. Chartered as Alexandria, Loudoun and Hampshire railroad March 15, 1853. Construction commenced February 16, 1855, and road opened to Leesburg in 1858. Name changed to Washington and Ohio July 26, 1870, and authority granted to extend to the Ohio river, 325 miles. Completed to the present terminus in 1874. In April, 1882, the road was sold under foreclosure, the purchasers organizing a new company under the name of the Washington, Ohio and Western railroad company. On the 9th May, 1883, the road was again sold for $400,000, the purchasers having previously made default in payment of balance of purchase money when due, and the purchasers organized the present company June 12, 1883.

Since the close of the last fiscal year (September 30, 1886,) this road, by lease, has passed under the control of the Danville system.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	29,068	28,211	49,856	117,214	108,399	
Tons freight moved	27,399	27,299	19,975	44,530	37,074	33,479
Gross earnings	94,726	44,139	56,424	119,888	112,258	112,093
Expenses	95,335	50,429	33,254	95,007	84,448	99,539
Average rate—passenger	4.	3.	3.	3.	3.	3.
Average rate—freight	4.	6.87	10.	10.	10.	9.87

CHARLOTTESVILLE AND RAPIDAN RAILROAD.

Orange Courthouse, Va., to Charlottesville, Va., 28.20 miles. Chartered February 12, 1876; amended February 6, 1878. Leased in perpetuity from January 1, 1880, date of completion, to the W. C., V. M. & G. S. railroad company, and now to its successor, the Virginia Midland railway company, at a rental of $36,000 a year, payable quarterly, for thirty-four years. At the expiration of thirty-four years, this debt will have been paid in full, and the Charlottesville and Rapidan railroad will then be merged into and become the absolute property of the Virginia Midland railway company. Although in the form of a lease, the contract is substantially a conditional purchase.

FRANKLIN AND PITTSYLVANIA NARROW-GAUGE RAILROAD.

Pittsylvania, Va. to Rocky Mount, Va.—30 miles. Gauge 3 feet.

Chartered March 12, 1878. Leased from May 1st, 1880, date of completion, for 34 years to the W. C., V. M. & G. S. railroad company, and its successor, the Virginia Midland railway company.

PITTSYLVANIA RAILROAD.

Line of road—Junction Virginia Midland railroad, Virginia, to Pittsville, Virginia—8 miles. Gauge 3 feet.

Opened in 1878. Connects the Iron mines of Pittsville with Virginia Midland railroad, (by which company it is operated) near Ward's Mills.

VIRGINIA MIDLAND RAILWAY.

Alexandria, Va., to Danville, Va.—233 miles. Branches, owned and leased: Strasburg—Manassas to Strasburg—63 miles. Front Royal—1 mile. Warrenton—9 miles. Pittsville—7 miles. Gordonsville—9.20 miles. Stony Point—2.84 miles. Charlottesville and Rapidan—28.2 miles; included in mileage of main line. Franklin and Pittsylvania Narrow-Gauge—30 miles. The Harrisonburg branch—51 miles. Opened January 15, 1869, was leased to the Baltimore and Ohio railroad company for the term of ninety-nine years, from September 1, 1873, at a rental of $89,250 gold, per annum.

The Virginia Midland railroad is successor to the Orange and Alexandria railroad, chartered March 22, 1848; opened to Gordonsville, 88½ miles, in 1854; and from Charlottesville to Lynchburg, 60 miles, in 1859; and the Manassas Gap railroad, 63 miles, chartered March 9, 1850, and opened in 1854; which lines had been consolidated under the name of the Orange, Alexandria and Manassas railroad, April 24, 1867. Between Gordonsville and Charlottesville, 22 miles, the track of

the Chesapeake and Ohio railroad (Virginia Central) was used at a rental of $30,000 a year. The Lynchburg and Danville railroad, 65½ miles, chartered in 1866, and completed in 1874, became a part of the consolidated line November 27, 1872, the company then taking the name of the Washington City, Virginia Midland and Great Southern railroad company. The road and all property of the company were placed in the hands of a receiver July 13, 1876; sold December 20, 1880; purchased by the trustee of the associated bondholders and creditors for $5,600,000; sale confirmed December 30, 1880; property transferred to the purchasers January 1, 1881; and the present company formed February 1, 1881. The Pittsville Branch is operated in connection with the F. & P. N. G. railroad, making the total length of narrow-gauge line operated 37.3 miles.

Operations for the past six years.

	1881.	1882.	1883.	1884.	1885.	1886.
Passengers carried	246,756	305,454	328,396	386,224	378,136	362,601
Tons freight moved	299,034	364,196	452,274	438,002	410,757	427,665
Gross earnings	1,333,547	1,491,920	1,664,204	1,625,830	1,554,375	1,557,703
Expenses	767,989	944,116	956,194	999,217	999,432	1,032,431
Average rate—passengers	3.1	3.1	3.1	3.1	2.5	2.66
Average rate—freight	2.19	2.19	1.7	1.8	1.5	1.70

ROUTES TO RICHMOND—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO RICHMOND.
Frederick	Baltimore and Ohio railroad Newport News & Miss. Valley railroad.	94 136	Winchester.
Giles	Norfolk and Western railroad Richmond and Petersburg railroad	250 23	Wenonah.
Gloucester	York River Steamer York River and Chesapeake railroad	14 38	Cappahousic.
Goochland	Richmond and Alleghany railroad	30	Maiden's Ad'v'e.
Grayson	Norfolk and Western railroad Richmond and Petersburg railroad	256 23	Wytheville.
Greene	Newport News & Miss. Valley railroad.	76	Gordonsville.
Greenesville	Petersburg railroad Richmond and Petersburg railroad	41 23	Bellefield.
Halifax	Richmond and Danville railroad	109	South Boston.
Hanover	Newport News & Miss. Valley railroad.	18	Hanover.
Henrico		0	Richmond.
Henry	Danville and New River railroad Richmond and Danville railroad	43 141	Martinsville.
Highland	Newport News & Miss. Valley railroad.	136	Staunton.
Isle of Wight	Norfolk and Western railroad Richmond and Petersburg railroad	40 23	Zuni.
James City	Newport News & Miss. Valley railroad.	49	Williamsburg.
King George	Steamer to Fredericksburg Richmond, Fredericksburg & Pot. R. R.	13 61	Hop Yard.
King & Queen	Richmond, York River & Ches. R. R.	31	Sweet Hall.
King William	Richmond, York River & Ches. R. R.	26	Lester Manor.
Lancaster	Steamer to Norfolk Newport News & Miss. Valley railroad.	60 84	Merry Point.
Lee	Norfolk and Western railroad Richmond and Petersburg railroad	327 23	Bristol.
Loudoun	Washington and Ohio railroad Alexandria & Fredericksburg railroad. Richmond, Fredericksburg & Pot. R. R.	37 27 82	Leesburg.
Louisa	Newport News & Miss. Valley railroad.	62	Louisa.
Lunenburg	Richmond and Danville railroad	65	Meherrin.

ROUTES TO RICHMOND—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO RICHMOND.
Madison	Newport News & Miss. Valley railroad.	76	Gordonsville.
Mathews	Steamer to Newport News Newport News & Miss. Valley railroad.	35 75	Williams' Wh'f.
Mecklenburg	Richmond and Danville railroad	98	Five Forks.
Middlesex	Richmond, York River & Ches. railroad.	38	West Point.
Montgomery	Norfolk and Western railroad Richmond and Petersburg railroad	209 23	Christiansburg.
Nansemond	Norfolk and Western railroad Richmond and Petersburg railroad	58 23	Suffolk.
Nelson	Virginia Midland railroad Newport News & Miss. Valley railroad.	28 98	Lovingston.
New Kent	Richmond, York River & Ches. R. R.	20	Tunstall's.
Norfolk county	Steamer to Newport News Newport News & Miss. Valley railroad.	18 75	Norfolk.
Northampton	New York, Phil., and Norfolk railroad. Steamer to Newport News Newport News & Miss. Valley railroad.	9 36 75	Eastville.
Northumberland	Steamer to Fredericksburg Richmond, Fredericksburg & Pot. R. R.	63 61	Sharp's Wharf.
Nottoway	Norfolk and Western railroad Richmond and Petersburg railroad	43 23	Nottoway.
Orange	Virginia Midland railroad Newport News & Miss. Valley railroad.	9 76	Orange.
Page	Shenandoah Valley railroad Newport News & Miss. Valley railroad.	55 124	Luray.
Patrick	Danville and New River railroad Richmond and Danville railroad	75 141	Stewart.
Pittsylvania	Virginia Midland railroad Richmond and Danville railroad	19 141	Chatham.
Powhatan	Richmond and Danville railroad	22	Powhatan.
Prince Edward	Norfolk and Western railroad Richmond and Petersburg railroad	68 23	Farmville.
Prince George	Richmond and Petersburg railroad	23	Petersburg.
Princess Anne	Steamer to Newport News Newport News & Miss. Valley railroad.	18 75	Norfolk.

ROUTES TO RICHMOND—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO RICHMOND.
Prince William	Virginia Midland railroad	30	Bristol.
	Alexandria and Fredericksburg R. R.	27	
	Richmond, Fredericksburg, & Pot. R. R.	82	
Pulaski	Norfolk and Western railroad	228	Dublin.
	Richmond and Petersburg railroad	23	
Rappahannock	Virginia Midland railroad	27	Culpeper.
	Newport News & Miss. Valley railroad	76	
Richmond Co.	Steamer to Fredericksburg	70	Nailors.
	Richmond, Fredericksburg, & Pot. R. R.	61	
Roanoke	Norfolk and Western railroad	183	Salem.
	Richmond and Petersburg railroad	23	
Rockbridge	Valley Branch Baltimore & Ohio R. R.	36	Lexington.
	Newport News & Miss. Valley railroad	136	
Rockingham	Valley Branch Baltimore & Ohio R. R.	26	Harrisonburg.
	Newport News & Miss. Valley railroad	136	
Russell	Norfolk and Western railroad	312	Abingdon.
	Richmond and Petersburg railroad	23	
Scott	Norfolk and Western railroad	312	Abingdon.
	Richmond and Petersburg railroad	23	
Shenandoah	Baltimore and Ohio railroad	65	Woodstock.
	Newport News & Miss. Valley railroad	136	
Smyth	Norfolk and Western railroad	283	Marion.
	Richmond and Petersburg railroad	23	
Southampton	Seaboard and Roanoke railroad	20	Franklin.
	Norfolk and Western railroad	58	
	Richmond and Petersburg railroad	23	
Spotsylvania	Richmond, Fredericksburg & Pot. R. R.	54	Summit.
Stafford	Richmond, Fredericksburg & Pot. R. R.	70	Brooke.
Surry	Atlantic & Danville railroad	15	Spring Grove.
	Norfolk and Western railroad	21	
	Richmond and Petersburg railroad	23	
Sussex	Petersburg railroad	21	Stony Creek.
	Richmond & Petersburg railroad	23	
Tazewell	Norfolk and Western railroad	256	Wytheville.
	Richmond & Petersburg	23	
Warren	Virginia Midland railroad	76	Front Royal.
	Alexandria and Fredericksburg R. R.	27	
	Richmond, Fredericksburg & Pot. R. R.	82	

ROUTES TO RICHMOND—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO RICHMOND.
Warwick	Newport News & Miss. Valley railroad	66	Lee Hall.
Washington	Norfolk and Western railroad Richmond and Petersburg railroad	312 23	Abingdon.
Westmoreland	Steamer to Fredericksburg Richmond, Fredericksburg & Pot. R. R.	59 61	Carter's Wharf.
Wise	Norfok and Western railroad Richmond and Petersburg railroad	312 23	Abingdon.
Wythe	Norfolk and Western railroad Richmond and Petersburg railroad	256 23	Wytheville.
York	Newport News & Miss. Valley railroad	48	Williamsburg.
Danville	Richmond and Danville railroad	141	Danville.
Fredericksburg	Richmond, Fredericksburg & Pot. R. R.	61	Fredericksburg.
Lynchburg	Norfolk and Western railroad Richmond and Petersburg railroad	123 23	
Manchester	Private conveyance.		
Norfolk city	Steamer to Newport News Newport News & Miss. Valley railroad	18 75	Norfolk.
Petersburg	Richmond and Petersburg railroad	23	
Portsmouth	Steamer to Newport News Newport News & Miss. Valley railroad	18 75	
Richmond.			
Staunton	Newport News & Miss. Valley railroad	136	
Williamsburg	Newport News & Miss. Valley railroad	48	
Winchester	Baltimore and Ohio railroad Newport News & Miss. Valley railroad	94 136	

TO THE CITY OF WILLIAMSBURG—EASTERN LUNATIC ASYLUM.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Accomack	New York, Phil. & Norfolk railroad	37	Tasley.
	Steamer to Newport News	35	
	Newport News & Miss. Valley railroad	27	
Albemarle	Newport News & Miss. Valley railroad	145	
Alexandria county and city	Alexandria & Fredericksburg railroad	27	
	Richmond, Fredericksburg & Pot. R. R.	82	
	Newport News & Miss. Valley railroad	48	
Alleghany	Newport News & Miss. Valley railroad	253	
Amelia	Richmond and Danville railroad	36	
	Newport News & Miss. Valley railroad	48	
Amherst	Virginia Midland railroad	44	
	Newport News & Miss. Valley railroad	146	
Appomattox	Norfolk and Western railroad	100	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Augusta	Newport News & Miss. Valley railroad	184	
Bath	Newport News & Miss. Valley railroad	224	
Bedford	Norfolk and Western railroad	148	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Bland	Norfolk and Western railroad	256	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Botetourt	Richmond and Alleghany railroad	195	
	Newport News & Miss. Valley railroad	48	
Brunswick	Petersburg railroad	41	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Buchanan	Norfolk and Western railroad	299	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Buckingham	Norfolk and Western railroad	68	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Campbell	Norfolk and and Western railroad	123	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Caroline	Richmond, Fredericksburg & Pot. R. R.	40	
	Newport News & Miss Valley railroad	48	
Carroll	Norfolk and Western railroad	248	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Charles City	Steamer to Newport News	50	
	Newport News & Miss. Valley railroad	27	
Charlotte	Richmond and Danville railroad	81	
	Newport News & Miss. Valley railroad	48	
Chesterfield	Richmond and Petersburg railroad	11	
	Newport News & Miss. Valley railroad	48	
Clarke	Shenandoah Valley railroad	104	
	Newport News & Miss. Valley railroad	172	
Craig	Richmond and Alleghany railroad	212	
	Newport News & Miss. Valley railroad	48	
Culpeper	Virginia Midland railroad	27	
	Newport News & Miss. Valley railroad	124	
Cumberland	Norfolk and Western railroad	68	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Dinwiddie	Norfolk and Western railroad	14	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Dickenson	Norfolk and Western railroad	312	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Elizabeth	Newport News & Miss. Valley railroad	34	
Essex	Steamer to Norfolk	90	
	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad	27	
Fairfax	Virginia Midland railroad	18	
	Alexandria & Fredericksburg railroad	27	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTE TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Fairfax	Richmond, Fredericksburg & Pot. R. R.	82	
	Newport News & Miss. Valley railroad	48	
Fauquier	Virginia Midland railroad	57	
	Newport News & Miss. Valley railroad	124	
Floyd	Norfolk and Western railroad	209	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Fluvanna	Richmond and Alleghany railroad	57	
	Newport News & Miss. Valley railroad	48	
Franklin	Virginia Midland railroad	66	
	Richmond and Danville railroad	140	
	Newport News & Miss. Valley railroad	48	
Frederick	Balto. & Ohio to Staunton railroad	94	
	Newport News & Miss. Valley railroad	184	
Giles	Norfolk and Western railroad	250	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Gloucester.			
Goochland	Richmond and Alleghany railroad	30	
	Newport News & Miss. Valley railroad	48	
Grayson	Norfolk and Western railroad	256	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Greene	Newport News & Miss. Valley railroad	124	
Greenesville	Petersburg railroad	41	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Halifax	Richmond and Danville railroad	109	
	Newport News & Miss. Valley railroad	48	
Hanover	Newport News & Miss. Valley railroad	66	
Henrico	Newport News & Miss. Valley railroad	48	
Henry	Danville and New River railroad	43	
	Richmond and Danville railroad	141	
	Newport News & Miss. Valley railroad	48	
Highland	Newport News & Miss. Valley railroad	184	
Isle of Wight	Steamer to Newport News	12	Smithfield.

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTE TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Isle of Wight.....	Newport News & Miss. Valley railroad..	27	
James City.			
King George.....	Steamer to Fredericksburg.....	13	
	Richmond, Fred. & Potomac railroad...	61	
	Newport News & Miss. Valley railroad..	48	
King & Queen...	Richmond, York River & Ches. R. R...	31	
	Newport News & Miss. Valley railroad..	48	
King William	Richmond, York River & Ches. R. R...	26	
	Newport News & Miss. Valley railroad..	48	
Lancaster	Steamer to Phœbus.....	60	
	Newport News & Miss. Valley railroad..	27	
Lee	Norfolk and Western railroad.....	327	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	48	
Loudoun	Washington and Ohio railroad.....	37	
	Alexandria & Fredericksburg railroad..	27	
	Richmond, Fred. & Potomac railroad...	82	
	Newport News & Miss. Valley railroad..	48	
Louisa	Newport News & Miss. Valley railroad..	110	
Lunenburg	Richmond and Danville railroad.....	65	
	Newport News & Miss. Valley railroad..	48	
Madison.....	Newport News & Miss. Valley railroad..	124	
Mathews	Steamer to Newport News.....	35	
	Newport News & Miss. Valley railroad..	27	
Mecklenburg	Richmond and Danville railroad.....	98	
	Newport News & Miss. Valley railroad..	48	
Middlesex.....	Richmond, York River & Ches. R. R...	38	
	Newport News & Miss. Valley railroad..	48	
Montgomery...,..	Norfolk and Western railroad	209	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	
Nansemond.....	Norfolk and Western railroad.....	23	
	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad..	27	
Nelson	Virginia Midland railroad..	28	
	Newport News & Miss. Valley railroad..	145	

†Same as starting point to Richmond, unless otherwise specified.

ROUTE TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTE TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
New Kent.....	Richmond, York River & Ches. R. R....	20	
	Newport News & Miss. Valley railroad..	48	
Norfolk county ..	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad..	27	
Northampton.....	New York, Phil. & Norfolk railroad.....	9	
	Steamer to Newport News.....	36	
	Newport News & Miss. Valley railroad..	27	
Northumberland	Steamer to Norfolk.....	70	
	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad.	27	
Nottoway.....	Norfolk and Western railroad.....	43	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	48	
Orange	Virginia Midland railroad.....	9	
	Newport News & Miss. Valley railroad..	124	
Page.....	Shenandoah Valley railroad.....	55	
	Newport News & Miss. Valley railroad..	172	
Patrick.....	Danville and New River railroad.....	75	
	Richmond and Danville railroad.....	141	
	Newport News & Miss. Valley railroad..	48	
Pittsylvania	Richmond and Danville railroad.....	141	
	Virginia Midland railroad.....	19	
	Newport News & Miss. Valley railroad..	48	
Powhatan	Richmond & Danville railroad.....	22	
	Newport News & Miss. Valley railroad..	48	
Prince Edward...	Norfolk and Western railroad.....	68	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	48	
Prince George...	Richmond & Petersburg railroad..... ..	23	
	Newport News & Miss. Valley railroad..	48	
Princess Anne...	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad..	27	
Prince William..	Virginia Midland railroad.....	30	
	Alexandria & Fredericksburg railroad..	27	
	Richmond, Fred. & Poto. railroad.....	82	
	Newport News & Miss. Valley railroad..	48	
Pulaski.....	Norfolk & Western railroad.....	228	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	48	

†Same as starting point to Richmond, unless otherwise specified.

ROUTE TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Rappahannock...	Virginia Midland railroad	27	
	Newport News & Miss. Valley railroad..	124	
Richmond Co.....	Steamer to Norfolk	80	
	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad..	27	
Roanoke	Norfolk and Western railroad	183	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	
Rockbridge.....	Valley Branch Baltimore & Ohio R. R..	36	
	Newport News & Miss. Valley railroad..	184	
Rockingham.....	Valley Branch Baltimore & Ohio R. R..	26	
	Newport News & Miss. Valley railroad..	184	
Russell.....	Norfolk and Western railroad	312	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	
Scott	Norfolk and Western railroad	312	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	
Shenandoah.....	Baltimore and Ohio railroad	65	
	Newport News & Miss. Valley railroad..	184	
Smyth	Norfolk and Western railroad	283	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	
Southampton.....	Seaboard and Roanoke railroad	37	
	Steamer to Newport News..	18	
	Newport News & Miss. Valley railroad..	27	
Spotsylvania.....	Richmond, Fredericksburg & Pot. R. R.	54	
	Newport News & Miss. Valley railroad..	48	
Stafford	Richmond, Fredericksburg & Pot. R. R.	70	
	Newport News & Miss. Valley railroad..	48	
Surry	Steamer to Newport News	25	Jones Wharf.
	Newport News & Miss. Valley railroad..	27	
Sussex	Atlantic and Danville railroad	35	
	Steamer to Newport News	40	
	Newport News & Miss. Valley railroad..	27	
Tazewell	Norfolk and Western railroad	256	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	48	

†Same as starting point to Richmond, unless otherwise specified.

ROUTE TO WILLIAMSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO WILLIAMSBURG.†
Warren	Shenandoah Valley railroad	62	
	Newport News & Miss. Valley railroad	173	
Warwick	Newport News & Miss. Valley railroad	9	
Washington	Norfolk and Western railroad	312	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Wise	Norfolk and Western railroad	312	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Westmoreland	Steamer to Fredericksburg	59	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Newport News & Miss. Valley railroad	48	
Wythe	Norfolk and Western railroad	256	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
York	Private conveyance.		
Danville	Richmond & Danville railroad	141	
	Newport News & Miss. Valley railroad	48	
Fredericksburg	Richmond, Fredericksburg & Pot. R. R.	61	
	Newport News & Miss. Valley railroad	48	
Lynchburg	Norfolk and Western railroad	123	
	Richmond & Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Manchester	Newport News & Miss. Valley railroad	48	
Norfolk	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad	27	
Petersburg	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	48	
Portsmouth	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad	27	
Richmond	Newport News & Miss. Valley railroad	48	
Staunton	Newport News & Miss. Valley railroad	184	
Williamburg.			
Winchester	Valley Branch Baltimore & Ohio R. R.	94	
	Newport News & Miss. Valley railroad	184	

†Same as starting point to Richmond, unless otherwise specified.

TO THE CITY OF PETERSBURG—CENTRAL LUNATIC ASYLUM.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. Miles on Each Line.	Starting Point to Petersburg.*
Accomack	New York, Phil. & Norfolk railroad	37	
	Steamer to Norfolk	35	
	Norfolk and Western railroad	81	
Albemarle	Newport News & Miss. Valley railroad	97	
	Richmond and Petersburg railroad	23	
Alexandria county and city	Alexandria & Fredericksburg railroad	27	
	Richmond, Fredericksburg & Pot. R. R.	82	
	Richmond and Petersburg railroad	23	
Alleghany	Newport News & Miss. Valley railroad	205	
	Richmond and Petersburg railroad	23	
Amelia	Richmond and Danville railroad	36	
	Richmond and Petersburg railroad	23	
Amherst	Virginia Midland railroad	14	
	Norfolk and Western railroad	167	
Appomattox	Norfolk and Western railroad	100	
Augusta	Newport News & Miss. Valley railroad	136	
	Richmond and Petersburg railroad	23	
Bath	Newport News & Miss. Valley railroad	176	
	Richmond and Petersburg railroad	23	
Bedford	Norfolk and Western railroad	148	
Bland	Norfolk and Western railroad	256	
Botetourt	Richmond and Alleghany railroad	48	
	Norfolk and Western railroad	123	
Brunswick	Petersburg railroad	41	
Buchanan	Norfolk and Western railroad	299	
Buckingham	Norfolk and Western railroad	68	
Campbell	Norfolk and Western railroad	123	
Caroline	Richmond, Fredericksburg & Pot. R. R.	40	
	Richmond and Petersburg railroad	23	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO PETERSBURG.*
Carrroll	Norfolk and Western railroad	259	Foster Falls.
Charles City	Steamer to Petersburg	30	
Charlotte	Richmond and Danville railroad	28	
	Norfolk and Western railroad	52	
Chesterfield	Richmond and Petersburg railroad	12	
Clarke	Shenandoah Valley railroad	104	
	Newport News & Miss. Valley railroad	124	
	Richmond and Petersburg railroad	23	
Craig	Norfolk and Western railroad	183	
Culpeper	Virginia Midland railroad	27	
	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg railroad	23	
Cumberland	Norfolk and Western railroad	68	
Dinwiddie	Norfolk and Western railroad	14	
Dickenson	Norfolk and Western railroad	312	
Elizabeth City	Newport News & Miss. Valley railroad	84	
	Richmond and Petersburg railroad	23	
Essex	Steamer to Fredericksburg	69	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
Fairfax	Virginia Midland railroad	18	
	Alexandria & Fredericksburg railroad	27	
	Richmond, Fredericksburg & Pot. R. R.	82	
	Richmond and Petersburg railroad	23	
Fauquier	Virginia Midland railroad	57	
	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg	23	
Floyd	Norfolk and Western railroad	209	
Fluvanna	Richmond and Alleghany railroad	57	
	Richmond and Petersburg railroad	23	
Franklin	Virginia Midland railroad	74	
	Norfolk and Western railroad	123	
Frederick	Baltimore and Ohio railroad	94	
	Newport News & Miss. Vailey railroad	136	
	Richmond and Petersburg railroad	23	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO PETERSBURG.*
Giles	Norfolk and Western railroad	250	
Gloucester	York River steamer	14	
	York River railroad	38	
Goochland	Richmond and Alleghany railroad	30	
	Richmond and Petersburg railroad	23	
Grayson	Norfolk and Western railroad	256	
Greene	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg railroad	23	
Greenesville	Petersburg railroad	41	
Halifax	Richmond and Danville railroad	56	
	Norfolk and Western railroad	52	
Hanover	Newport News & Miss. Valley railroad	18	
	Richmond and Petersburg railroad	23	
Henrico	Richmond and Petersburg railroad	23	
Henry	Danville and New River railroad	43	
	Richmond and Danville railroad	87	
	Norfolk and Western railroad	52	
Highland	Newport News & Miss. Valley railroad	136	
	Richmond and Petersburg railroad	23	
Isle of Wight	Norfolk and Western railroad	40	
James City	Newport News & Miss. Valley railroad	49	
	Richmond and Petersburg railroad	23	
King George	Steamer to Fredericksburg	13	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
King & Queen	Richmond, York River & Ches. R. R.	31	
	Richmond and Petersburg railroad	23	
King William	Richmond, York River & Ches. R. R.	26	
	Richmond and Petersburg railroad	23	
Lancaster	Steamer	80	
	Norfolk and Western railroad	81	
Lee	Norfolk and Western railroad	327	
Loudoun	Washington, Ohio & Western railroad	37	
	Alexandria and Fredericksb'rg railroad	27	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO PETERSBURG.*
Loudoun	Richmond, Fredericksburg & Pot. R. R.	82	
	Richmond and Petersburg railroad	23	
Louisa	Newport News & Miss. Valley railroad	62	
	Richmond and Petersburg railroad	23	
Lunenburg	Richmond and Danville railroad	12	
	Norfolk and Western railroad	52	
Madison	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg railroad	23	
Mathews	Steamer to Newport News	35	
	Newport News & Miss. Valley railroad	75	
	Richmond & Petersburg railroad	23	
Mecklenburg	Richmond and Danville railroad	45	
	Norfolk and Western railroad	52	
Middlesex	Richmond, York Riv. & Ches. railroad	38	
	Richmond and Petersburg railroad	23	
Montgomery	Norfolk and Western railroad	209	
Nansemond	Norfolk and Western railroad	58	
Nelson	Virginia Midland railroad	28	
	Newport News & Miss. Valley railroad	98	
	Richmond and Petersburg railroad	23	
New Kent	Richmond, York Riv. & Ches. railroad	20	
	Richmond and Petersburg railroad	23	
Norfolk county	Norfolk and Western railroad	81	
Northampton	New York, Philadelphia and Norfolk	9	
	Steamer to Norfolk	50	
	Norfolk and Western railroad	81	
Northumberland	Steamer to Fredericksburg	63	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
Nottoway	Norfolk and Western railroad	43	
Orange	Virginia Midland railroad	9	
	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg railroad	23	
Page	Shenandoah Valley railroad	55	
	Newport News & Miss. Valley railroad	124	
	Richmond and Petersburg railroad	23	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO PETERSBURG.*
Patrick	Danville and New River railroad	75	
	Richmond and Danville railroad	87	
	Norfolk and Western railroad	52	
Pittsylvania	Virginia Midland railroad	19	
	Richmond & Danville railroad	87	
	Norfolk & Western railroad	52	
Powhatan	Richmond and Danville railroad	22	
	Richmond and Petersburg railroad	23	
Prince Edward	Norfolk and Western railroad	68	
Prince George	Norfolk and Western railroad	0	
Princess Anne	Norfolk and Western railroad	81	
Prince William	Virginia Midland railroad	30	
	Alexandria & Fredericksburg railroad	27	
	Richmond, Fredericksburg & Pot. R. R.	82	
	Richmond and Petersburg railroad	23	
Pulaski	Norfolk and Western railroad	228	
Rappahannock	Virginia Midland railroad	27	
	Newport News & Miss. Valley railroad	76	
	Richmond and Petersburg railroad	23	
Richmond co	Steamer to Fredericksburg	70	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
Roanoke	Norfolk and Western railroad	183	
Rockbridge	Richmond and Alleghany railroad	49	
	Norfolk and Western railroad	123	
Rockingham	Baltimore and Ohio railroad	26	
	Newport News & Miss. Valley railroad	136	
	Richmond and Petersburg railroad	23	
Russell	Norfolk and Western railroad	312	
Scott	Norfolk and Western railroad	312	
Shenandoah	Strasb'rg & Valley—branch's of B. & O.	65	
	Newport News & Miss. Valley railroad	136	
	Richmond and Petersburg railroad	23	
Smyth	Norfolk and Western railroad	283	
Southampton	Seaboard and Roanoke railroad	20	
	Norfolk and Western railroad	58	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO PETERSBURG.*
Spotsylvania	Richmond, Fredericksburg & Pot. R. R.	54	
	Richmond and Petersburg railroad	23	
Stafford	Richmond, Fredericksburg & Pot. R. R.	70	
	Richmond and Petersburg railroad	23	
Surry	Atlantic and Danville railroad	15	
	Norfolk and Western railroad	21	
Sussex	Petersburg railroad	21	
Tazewell	Norfolk and Western railroad	256	
Warren	Virginia Midland railroad	76	
	Alexandria & Fredericksburg railroad	27	
	Richmond, Fredericksburg & Pot. R. R.	82	
	Richmond and Petersburg railroad	23	
Warwick	Newport News & Miss. Valley railroad	66	
	Richmond and Petersburg railroad	23	
Washington	Norfolk and Western railroad	312	
Westmoreland	Steamer to Fredericksburg	59	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
Wise	Norfolk and Western railroad	312	
Wythe	Norfolk and Western railroad	256	
York	Newport News & Miss. Valley railroad	48	
	Richmond and Petersburg railroad	23	
Danville	Richmond and Danville railroad	88	
	Norfolk and Western railroad	52	
Fredericksburg	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
Lynchburg	Norfolk and Western railroad	123	
Manchester	Richmond and Petersburg railroad	23	
Norfolk city	Norfolk and Western railroad	81	
Petersburg.			
Portsmouth	Norfolk and Western railroad	81	
Richmond city	Richmond and Petersburg railroad	23	
Staunton	Newport News & Miss. Valley railroad	136	

*Same as starting point to Richmond, unless otherwise specified.

ROUTES TO PETERSBURG, &c.—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT to PETERSBURG.*
Staunton	Richmond and Petersburg railroad.....	23	
Williamsburg.....	Newport News & Miss. Valley railroad..	48	
	Richmond and Petersburg railroad.....	23	
Winchester.....	Baltimore and Ohio railroad.....	94	
	Newport News & Miss. Valley railroad..	136	
	Richmond and Petersburg railroad.....	23	

*Same as starting point to Richmond, unless otherwise specified.

TO MARION—SOUTHWESTERN LUNATIC ASYLUM.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
Accomack	New York, Phil. & Norfolk railroad	37	
	Steamer to Norfolk	48	
	Norfolk and Western railroad	364	
Albemarle	Virginia Midland railroad	59	
	Norfolk and Western railroad	160	
Amherst	Virginia Midland railroad	15	
	Norfolk and Western railroad	160	
Alexandria county and city	Virginia Midland railroad	167	
	Norfolk and Western railroad	160	
Alleghany	Newport News and Miss. Valley R. R.	12	
	Richmond and Alleghany railroad	35	
	Shenandoah Valley railroad	25	
	Norfolk and Western railroad	107	
Amelia	Richmond and Danville railroad	17	
	Norfolk and Western railroad	231	
Appomattox	Norfolk and Western railroad	183	
Augusta	Newport News & Miss. Valley railroad	13	
	Shenandoah Valley railroad	96	
	Norfolk and Western railroad	107	
Bath	Newport News & Miss. Valley railroad	52	
	Shenandoah Valley railroad	96	
	Norfolk and Western railroad	107	
Bedford	Norfolk and Western railroad	135	
Bland	Norfolk and Western railroad	27	
Botetourt	Shenandoah Valley railroad	12	Frontville.
	Norfolk and Western railroad	107	
Brunswick	Petersburg railroad	41	
	Norfolk and Western railroad	283	
Buchanan	Norfolk and Western railroad	16	
Buckingham	Norfolk and Western railroad	183	Appomattox.

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
Campbell	Norfolk and Western railroad	160	
Caroline	Richmond, Fredericksburg & Poto. R. R.	40	
	Richmond and Petersburg railroad	23	
	Norfolk and Western railroad	283	
Carroll	Norfolk and Western railroad	72	Foster Falls.
Charles City	Steamer to Petersburg	30	
	Norfolk and Western railroad	283	
Charlotte	Richmond and Danville railroad	53	
	Norfolk and Western railroad	231	
Chesterfield	Richmond and Petersburg railroad	12	
	Norfolk and Western railroad	283	
Clarke	Shenandoah Valley railroad	200	
	Norfolk and Western railroad	107	
Craig	Norfolk and Western railroad	100	Salem.
Culpeper	Virginia Midland railroad	107	
	Norfolk and Western railroad	160	
Cumberland	Norfolk and Western railroad	215	
Dinwiddie	Norfolk and Western railroad	269	
Dickenson	Norfolk and Western railroad	29	
Elizabeth City	Newport News and Miss. Valley R. R.	7	
	Steamer to Norfolk	18	
	Norfolk and Western railroad	364	
Essex	Steamer to Fredericksburg	69	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Petersburg railroad	23	
	Norfolk and Western railroad	283	
Fairfax	Virginia Midland railroad	151	
	Norfolk and Western railroad	160	
Fauquier	Virginia Midland railroad	137	
	Norfolk and Western railroad	160	
Floyd	Norfolk and Western railroad	74	
Fluvanna	Newport News & Miss. Valley railroad	14	Cobham.
	Virginia Midland railroad	59	
	Norfolk and Western railroad	160	
Franklin	Virginia Midland railroad	70	
	Norfolk and Western railroad	160	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
Frederick	Branches Baltimore & Ohio railroad	94	
	Richmond and Alleghany railroad	10	
	Shenandoah Valley railroad	54	
	Norfolk and Western railroad	107	
Giles	Norfolk and Western railroad	93	
Gloucester	York River steamer	14	
	Richmond, York River & Ches. R. R.	38	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Goochland	Richmond and Alleghany railroad	117	
	Norfolk and Western railroad	160	
Grayson	Norfolk and Western railroad	27	
Greene	Virginia Midland railroad	78	Barboursville.
	Norfolk and Western railroad	160	
Greenesville	Petersburg railroad	42	
	Norfolk and Western railroad	283	
Halifax	Richmond and Danville railroad	32	
	Virginia Midland railroad	66	
	Norfolk and Western railroad	160	
Hanover	Newport News & Miss. Valley railroad	18	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Henrico	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Henry	Danville and New River railroad	43	
	Virginia Midland railroad	66	
	Norfolk and Western railroad	160	
Highland	Valley railroad	36	
	Richmond and Alleghany railroad	10	
	Shenandoah Valley railroad	54	
	Norfolk and Western railroad	107	
Isle of Wight	Norfolk and Western railroad	323	
James City	Newport News & Miss. Valley railroad	48	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
King George	Steamer to Fredericksburg	13	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
King & Queen...	Richmond, York River & Ches. railroad.	31	
	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
King William.....	Richmond, York River & Ches. railroad.	26	
	Richmond and Alleghany railroad..	147	
	Norfolk and Western railroad.....	160	
Lancaster	Steamer to Norfolk.....	81	
	Norfolk and Western railroad.....	364	
Lee	Norfolk and Western railroad.....	44	
Loudoun..	Washington and Ohio railroad.....	37	
	Virginia Midland railroad.....	167	
	Norfolk and Western railroad.....	160	
Louisa	Newport News & Miss. Valley railroad..	36	
	Virginia Midland railroad.....	59	
	Norfolk and and Western railroad.....	160	
Lunenburg	Richmond and Danville railroad.....	12	
	Norfolk and Western railroad.....	231	
Madison..	Virginia Midland railroad.....	89	Orange.
	Norfolk and Western railroad.....	160	
Mathews	Steamer to Norfolk	40	
	Norfolk and Western railroad.....	364	
Mecklenburg	Richmond and Danville railroad.....	45	
	Norfolk and Western railroad.....	231	
Middlesex	Richmond, York River & Ches. R. R.	38	
	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Montgomery.....	Norfolk and Western railroad.....	74	
Nansemond	Norfolk and Western railroad.....	341	
Nelson	Virginia Midland railroad.....	31	
	Norfolk and Western railroad.....	160	
New Kent.....	Richmond, York River & Ches. R. R.	20	
	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Norfolk county..	Norfolk and Western railroad.....	364	
Northampton	New York, Philad'ia and Norfolk R. R..	9	
	Steamer to Norfolk.....	48	
	Norfolk and Western railroad.....	364	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
Northumberland	Steamer to Fredericksburg	63	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Nottoway	Norfolk and Western railroad	240	
Orange	Virginia Midland railroad	89	
	Norfolk and Western railroad	160	
Page	Shenandoah Valley railroad	55	
	Norfolk and Western railroad	107	
Patrick	Danville and New River railroad	75	
	Virginia Midland railroad	66	
	Norfolk and Western railroad	160	
Pittsylvania	Virginia Midland railroad	47	
	Norfolk & Western railroad	160	
Powhatan	Richmond and Alleghany railroad	107	Rock Castle.
	Norfolk and Western railroad	160	
Prince Edward	Norfolk and Western railroad	215	
Prince George	Norfolk and Western railroad	283	
Princess Anne	Norfolk and Western railroad	364	
Prince William	Virginia Midland railroad	137	
	Norfolk and Western railroad	160	
Pulaski	Norfolk and Western railroad	55	
Rappahannock	Virginia Midland railroad	107	
	Norfolk and Western railroad	160	
Richmond Co.	Steamer to Fredericksburg	70	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Roanoke	Norfolk and Western railroad	107	
Rockbridge	Richmond and Alleghany railroad	10	
	Shenandoah Valley railroad	54	
	Norfolk and Western railroad	107	
Rockingham	Valley Branch Baltimore & Ohio R. R.	62	
	Richmond and Alleghany railroad	10	
	Shenandoah Valley railroad	54	
	Norfolk and Western railroad	107	

†Starting point same as to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION†
Russell	Norfolk and Western railroad	29	
Scott	Norfolk and Western railroad	29	
Shenandoah	Valley Branch Balt. & Ohio railroad	101	
	Richmond and Alleghany railroad	10	
	Shenandoah Valley railroad	54	
	Norfolk and Western railroad	107	
Smyth.			
Southampton	Seaboard and Roanoke railroad	20	
	Norfolk and Western railroad	341	
Spotsylvania	Richmond, Fred. & Potomac railroad	54	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Stafford	Richmond, Fredericksburg & Pot. R. R.	70	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Surry	Atlantic and Danville railroad Norfolk and Western railroad	304	
Sussex	Atlantic & Danville railroad Norfolk and Western railroad	304	
Tazewell	Norfolk and Western railroad	27	
Warren	Shenandoah Valley railroad	178	
	Norfolk and Western railroad	107	
Warwick	Newport News & Miss. Valley railroad	58	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Washington	Norfolk and Western railroad	29	
Westmoreland	Steamer to Fredericksburg	59	
	Richmond, Fredericksburg & Pot. R. R.	61	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Wise	Norfolk and Western railroad	29	
Wythe	Norfolk and Western railroad	27	
York	Newport News & Miss. Valley railroad	48	
	Richmond and Alleghany railroad	147	
	Norfolk and Western railroad	160	
Danville	Virginia Midland railroad	66	
	Norfolk and Western railroad	160	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO MARION—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO MARION.†
Fredericksburg ..	Richmond, Fredericksb'g and Pot. R R.	61	
	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Lynchburg	Norfolk and Western railroad.....	160	
Manchester.....	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Norfolk city	Norfolk and Western railroad.....	364	
Petersburg.....	Norfolk and Western railroad.....	283	
Portsmouth.....	Norfolk and Western railroad.....	364	
Richmond.....	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Staunton	Newport News & Miss. Valley railroad..	13	
	Shenandoah Valley railroad.....	96	
	Norfolk & Western railroad.....	107	
Williamsburg.....	Newport News & Miss. Valley railroad..	48	
	Richmond and Alleghany railroad.....	147	
	Norfolk and Western railroad.....	160	
Winchester.....	Branches Baltimore & Ohio R. R.....	94	
	Richmond and Alleghany railroad.....	10	
	Shenandoah Valley railroad.....	54	
	Norfolk and Western railroad.....	107	

†Same as starting point to Richmond, unless otherwise specified.

TO THE CITY OF STAUNTON—WESTERN LUNATIC ASYLUM.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. Miles on Each Line.	Starting Point to Staunton.†
Accomack	New York, Phil., and Norfolk railroad.	37	
	Steamer to Newport News	36	
	Newport News & Miss. Valley railroad.	211	
Albemarle	Newport News & Miss. Valley railroad.	39	
Alexandria county and city	Virginia Midland railroad	108	
	Newport News & Miss. Valley railroad.	39	
Alleghany	Newport News & Miss. Valley railroad.	69	
Amelia	Richmond & Danville railroad	36	
	Newport News & Miss. Valley railroad.	136	
Amherst	Virginia Midland railroad	44	
	Newport News & Miss. Valley railroad.	39	
Appomattox	Norfolk and Western railroad	23	
	Virginia Midland railroad	59	
	Newport News & Miss. Valley railroad.	39	
Augusta.			
Bath	Newport News & Miss. Valley railroad.	40	
Bedford	Norfolk and Western railroad	25	
	Virginia Midland railroad	59	
	Newport News & Miss. Valley railroad.	39	
Bland	Norfolk and Western railroad	80	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad.	13	
Botetourt	Shenandoah Valley railroad	71	
	Newport News & Miss. Valley railroad.	13	
Brunswick	Petersburg railroad	42	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad.	136	
Buchanan	Norfolk and Western railroad	123	
	Shenandoah Valley railroad	96	
	Newport News and Miss. Valley R. R.	13	

† Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO STAUNTON.†
Buckingham	Norfolk and Western railroad	55	
	Virginia Midland railroad	59	
	Newport News & Miss. Valley railroad	39	
Campbell	Virginia Midland railroad	59	
	Newport News & Miss. Valley railroad	39	
Caroline	Richmond, Fredericksburg & Pot. R. R.	16	
	Newport News & Miss. Valley railroad	108	
Carroll	Norfolk and Western railroad	83	Foster Falls.
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad	13	
Charles City	Steamer to Petersburg	30	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	136	
Charlotte	Richmond and Danville railroad	81	
	Newport News & Miss. Valley railroad	136	
Chesterfield	Richmond and Petersburg railroad	11	
	Newport News & Miss. Valley railroad	136	
Clarke	Shenandoah Valley railroad	104	
	Newport News & Miss. Valley railroad	13	
Craig	Richmond and Alleghany railroad	58	
	Valley Branch Baltimore & Ohio R. R.	36	
Culpeper	Virginia Midland railroad	48	
	Newport News & Miss. Valley railroad	39	
Cumberland	Norfolk and Western railroad	55	
	Virginia Midland railroad	59	
	Newport News & Miss. Valley railroad	39	
Dinwiddie	Norfolk and Western railroad	14	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	136	
Dickenson	Norfolk and Western railroad	136	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad	13	
Elizabeth City	Newport News & Miss. Valley railroad	218	
Essex	Steamer to Fredericksburg	69	
	Potomac, Fred. & Piedmont railroad	38	
	Virginia Midland railroad	30	
	Newport News & Miss. Valley railroad	39	
Fairfax	Virginia Midland railroad	92	
	Newport News & Miss. Valley railroad	39	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO STAUNTON.†
Fauquier	Virginia Midland railroad	78	
	Newport News & Miss. Valley railroad	39	
Floyd	Norfolk and Western railroad	33	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad	13	
Fluvanna	Newport News & Miss. Valley railroad	53	Cobham.
Franklin	Virginia Midland railroad	138	
	Newport News & Miss. Valley railroad	39	
Frederick	Valley Branch Balt. & Ohio railroad	94	
Giles	Norfolk and Western railroad	74	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad	13	
Gloucester	York River Steamer	14	
	Richmond, York River & Ches. R. R.	38	
	Newport News & Miss. Valley railroad	136	
Grayson	Norfolk and Western railroad	80	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad	13	
Greene	Virginia Midland railroad	19	Barboursville.
	Newport News & Miss. Valley railroad	39	
Greenesville	Petersburg railroad	42	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	136	
Goochland	Richmond and Alleghany railroad	30	
	Newport News & Miss. Valley railroad	136	
Halifax	Richmond and Danville railroad	32	
	Virginia Midland railroad	125	
	Newport News & Miss. Valley railroad	39	
Hanover	Newport News & Miss. Valley railroad	118	
Henrico	Newport News & Miss. Valley railroad	136	
Henry	Danville and New River railroad	43	
	Virginia Midland railroad	125	
	Newport News & Miss. Valley railroad	39	
Highland.			
Isle of Wight	Norfolk and Western railroad	40	
	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad	136	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO STAUNTON.†
James City.	Newport News & Miss. Valley railroad..	184	
King George.....	Steamer to Fredericksburg.....	13	
	Potomac, Fred. & Piedmont railroad.....	38	
	Virginia Midland railroad.....	30	
	Newport News & Miss. Valley railroad..	39	
King & Queen...	Richmond, York River & Ches. R. R...	31	
	Newport News & Miss. Valley railroad..	136	
King William	Richmond, York River & Ches. R. R...	26	
	Newport News & Miss. Valley railroad..	136	
Lancaster	Steamer to Fredericksburg.....	100	
	Potomac, Fred. & Piedmont railroad.....	38	
	Virginia Midland railroad.....	30	
	Newport News & Miss. Valley railroad..	39	
Lee	Norfolk and Western railroad	157	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad..	13	
Loudoun	Washington and Ohio railroad.....	38	
	Virginia Midland railroad	108	
	Newport News & Miss. Valley railroad..	39	
Louisa	Newport News & Miss. Valley railroad..	74	
Lunenburg	Richmond and Danville railroad.....	65	
	Newport News & Miss. Valley railroad..	136	
Madison.....	Virginia Midland railroad.....	30	Orange.
	Newport News & Miss. Valley railroad..	39	
Mathews	Steamer to Newport News.....	35	
	Newport News & Miss. Valley railroad..	211	
Mecklenburg	Richmond and Danville railroad.....	98	
	Newport News & Miss. Valley railroad..	136	
Middlesex.....	Richmond, York River & Ches. R. R...	38	
	Newport News & Miss. Valley railroad..	136	
Montgomery.....	Norfolk and Western railroad.....	33	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad..	13	
Nansemond.....	Norfolk and Western railroad.....	58	
	Richmond and Petersburg railroad.....	23	
	Newport News and Miss. Valley R. R.	136	
Nelson	Virginia Midland railroad.....	28	
	Newport News & Miss. Valley railroad..	39	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT to STAUNTON.†
New Kent.....	Richmond, York River & Ches. railroad,	20	
	Newport News & Miss. Valley railroad..	136	
Norfolk county..	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad..	211	
Northampton.....	New York, Phil. & Norfolk railroad.....	9	
	Steamer to Newport News.....	36	
	Newport News & Miss. Valley railroad..	211	
Northumberland	Steamer to Alexandria	100	
	Virginia Midland railroad	108	
	Newport News & Miss. Valley railroad..	39	
Nottoway.....	Norfolk and Western railroad	80	
	Virginia Midland railroad.....	59	
	Newport News & Miss. Valley railroad..	39	
Orange	Virginia Midland railroad.....	30	
	Newport News & Miss. Valley railroad..	39	
Page	Shenandoah Valley railroad.....	55	
	Newport News & Miss. Valley railroad..	13	
Patrick.....	Danville and New River railroad.....	75	
	Virginia Midland railroad.....	125	
	Newport News & Miss. Valley railroad..	39	
Pittsylvania	Virginia Midland railroad.....	106	
	Newport News & Miss. Valley railroad..	39	
Powhatan	Richmond and Danville railroad.....	22	
	Newport News and Miss. Valley R. R...	136	
Prince Edward...	Norfolk and Western railroad.....	55	
	Virginia Midland railroad.....	59	
	Newport News & Miss. Valley railroad.	39	
Prince George...	Richmond and Petersburg railroad.....	23	
	Newport News and Miss. Valley R. R...	136	
Princess Anne...	Steamer to Newport News.....	18	
	Newport News & Miss. Valley railroad	211	
Prince William..	Virginia Midland railroad.....	78	
	Newport News and Miss. Valley R. R...	39	
Pulaski.....	Norfolk and Western railroad	52	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad.	13	
Rappahannock...	Virginia Midland railroad.....	48	
	Newport News & Miss. Valley railroad..	39	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO STAUNTON.†
Richmond co.....	Steamer to Fredericksburg	70	
	Potomac, Fred. & Piedmont railroad.....	38	
	Virginia Midland railroad.....	30	
	Newport News & Miss. Valley railroad..	39	
Roanoke	Norfolk and Western railroad.....	7	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad..	13	
Rockbridge.....	Valley Branch Baltimore & Ohio R. R..	36	
Rockingham.....	Valley Branch Baltimore and Ohio R. R.	26	
Russell.....	Norfolk and Western railroad.....	136	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad.	13	
Scott	Norfolk and Western railroad.....	136	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad..	13	
Shenandoah.....	Valley Branch Baltimore and Ohio R. R.	65	
Smyth	Norfolk and Western railroad.....	107	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad.	13	
Southampton	Seaboard and Roanoke railroad.....	20	
	Norfolk and Western railroad.....	58	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	136	
Spotsylvania.....	Richmond, Fredericksburg & Pot. R. R.	29	
	Newport News & Miss. Valley railroad.	108	
Stafford	Richmond, Fredericksburg & Pot. R. R..	9	
	Potomac, Fred. & Piedmont railroad.....	38	
	Virginia Midland railroad.....	30	
	Newport News & Miss. Valley railroad..	39	
Surry	Atlantic and Danville railroad.....	0	
	Norfolk and Western railroad.....	21	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad..	136	
Sussex	Petersburg railroad.....	21	
	Richmond and Petersburg railroad.....	23	
	Newport News & Miss. Valley railroad.	136	
Tazewell	Norfolk and Western railroad..... ..	80	
	Shenandoah Valley railroad.....	96	
	Newport News & Miss. Valley railroad.	13	

†Same as starting point to Richmond, unless otherwise specified.

ROUTES TO STAUNTON—CONTINUED.

COUNTIES, CITIES AND TOWNS.	ROUTES TRAVELED—NAME OF EACH COMPANY.	No. MILES ON EACH LINE.	STARTING POINT TO STAUNTON.†
Warren	Shenandoah Valley railroad	82	
	Newport News & Miss. Valley railroad.	13	
Warwick	Newport News & Miss. Valley railroad.	211	
Washington	Norfolk and Western railroad	136	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad..	13	
Westmoreland	Steamer to Fredericksburg	59	
	Pot., Fredericksburg & Piedmont R. R..	38	
	Virginia Midland railroad	30	
	Newport News & Miss. Valley railroad..	39	
Wise	Norfolk and Western railroad	136	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad..	13	
Wythe	Norfolk and Western railroad	80	
	Shenandoah Valley railroad	96	
	Newport News & Miss. Valley railroad..	13	
York	Newport News & Miss. Valley railroad..	184	
Danville	Virginia Midland railroad	125	
	Newport News & Miss. Valley railroad.	39	
Fredericksburg	Pot., Fredericksburg & Piedmont R. R..	38	
	Virginia Midland railroad	30	
	Newport News & Miss. Valley railroad.	39	
Lynchburg	Virginia Midland railroad	59	
	Newport News and Miss. Valley R. R...	39	
Manchester	Newport News and Miss. Valley R. R...	136	
Norfolk city	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad..	211	
Petersburg.	Richmond and Petersburg railroad	23	
	Newport News & Miss. Valley railroad..	136	
Portsmouth	Steamer to Newport News	18	
	Newport News & Miss. Valley railroad..	211	
Richmond city	Newport News & Miss. Valley railroad..	136	
Williamsburg	Newport News & Miss. Valley railroad..	184	
Winchester	Valley Branch Balt. & Ohio railroad ...	94	

†Same as starting point to Richmond, unless otherwise specified.

TABLES OF DISTANCES

BETWEEN

STATIONS ON THE DIFFERENT RAILROADS IN VIRGINIA.

RICHMOND AND DANVILLE RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Richmond.	65	Meherrin.
1	Manchester.	73	Keysville.
2	Bell Isle.	81	Drakes Branch.
3	Rockfield.	84	Mossing Ford.
5	Granite.	90	Randolph.
8	Bonair.	94	Clover.
13	Coalfield.	101	Scottsburg.
18	Hallsboro'.	105	Wolf Trap.
22	Powhatan.	109	Boston.
27	Mattoax.	117	News Ferry.
30	Chula.	127	Barksdale's.
36	Amelia Courthouse.	130	Sutherlin's.
43	Jetersville.	135	Ringgold.
50	Jenning's Ordinary.	140	North Danville.
53	Burkeville.	141	Danville.
61	Green Bay.	146	D. & N. R. Junction.

RICHMOND AND MECKLENBURG RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Keysville.	25	Five Forks.
9	Fort Mitchell.	31	Clarksville.
17	Chase City.		

MILTON AND SUTHERLIN RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Sutherlin.	10	Milton.

YORK RIVER RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Richmond.	24	White House.
7	Fair Oaks.	26	Lester Manor.
13	Dispatch.	31	Sweet Hall.
15	Summit.	38	West Point.
20	Tunstall's.		

WASHINGTON AND OHIO RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Alexandria.	27	Guilford.
6	Arlington.	31	Farmwell.
7	Carlin's.	34	Belmont Park.
8	Torrison.	37	Leesburg.
9	Falls Church.	41	Clark's Gap.
15	Vienna.	44	Hamilton.
18	Hunter's.	47	Purcellville.
21	Thornton's.	50	Round Hill.
23	Herndon.		

VIRGINIA MIDLAND RAILROAD.

MILES.	STATIONS.
0	Alexandria.
2	Cameron.
3	A. & F. Crossing.
4	Edsall's.
7	Springfield.
10	Ravensworth.
13	Burke's.
15	Burnside.
16	Fairfax.
20	Clifton.
25	Manassas.
26	Manassas Junction.
30	Bristol.
32	Nokesville.
37	Catlett's.
39	Warrenton Junction.
40	Midland.
46	Bealeton.
49	Rappahannock.
54	Brandy.
60	Culpeper.
67	Mitchell's.
72	Rapidan.
78	Orange.
82	Montpelier.
84	Summerset.
89	Barboursville.
94	Gilbert.
95	Stony Point Junction.
99	Proffit.
102	Rio.
108	Charlottesville.
114	Red Hill.
116	North Garden.
122	Covesville.
127	Faber's.
128	Rockfish.
132	Elmington.
136	Lovingston.
140	Arrington.
144	Tye River.
146	New Glasgow.
152	Amherst.
158	McIvor's.
160	Burfords.
167	Lynchburg.
171	Lucado.
177	Lawyer's Road.
183	Evington.
186	Otter River.
189	Lynch's.
193	Staunton River.
199	Sycamore.
203	Ward's Springs.
204	Franklin Junction.
214	Chatham.
219	Dry Fork.
224	Fall Creek.
233	Danville.
	MANASSAS BRANCH:
	Washington.
0	Alexandria.
7	Springfield.
16	Fairfax.
20	Clinton.
26	Manassas Junction.
34	Gainesville.
36	Haymarket.
38	Thoroughfare.
41	Broad Run.
50	Marshall.
55	Rectortown.
59	Delaplane.
64	Markham.
66	Linden.
74	Happy Creek.
76	Front Royal Junction.
77	Front Royal.
77	Riverton.
81	Buckton.
82	Waterlick.
86	Strasburg.
87	Strasburg Junction.
	WARRENTON BRANCH:
0	Warrenton Junction.
3	Melrose.
6	Meetze.
9	Warrenton.
	GORDONSVILLE BRANCH:
0	Orange.
4	Madison.
9	Gordonsville.
	FRANKLIN BRANCH:
0	Franklin Junction.
7	Pittsville.
12	Sandy Level.
18	Pen Hook.
22	Union Hall.
27	Glade Hill.
31	White Rock.
37	Rocky Mount.

SHENANDOAH VALLEY RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Hagerstown.	107	Milnes.
6	St. James.	113	Elkton.
9	Grimes.	127	Port Republic.
14	Antietam.	129	Weyer's Cave.
17	Sheperdstown.	137	Crimora.
23	Shenandoah Junction.	143	Waynesboro' Junction.
28	Charlestown.	148	Lindhurst.
36	Gaylord.	150	Lipscomb.
40	Berryville.	159	Greenville.
46	Boyce.	163	Lofton.
53	Ashby.	168	Vesuvius.
56	Cedarville.	175	Midvale.
59	Riverton.	180	Riverside.
62	Front Royal.	186	Loch Laird.
66	Manor.	189	Thompson.
73	Bentonville.	199	Natural Bridge.
76	Overall.	209	Arcadia.
85	Kimball.	214	Buchanan.
89	Luray.	228	Troutville.
96	Marksville.	232	Cloverdale.
102	Ingham.	240	Roanoke.

RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Richmond.	47	Woodford.
17	Ashland.	49	Guinea.
22	Taylorsville.	53	Summit.
24	C. & O. Junction.	61	Fredericksburg.
29	Ruther Glen.	70	Brooke.
35	Penola.	77	Richland.
40	Milford.	82	Quantico.

ALEXANDRIA & FREDERICKSBURG RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Quantico.	17	Long Branch.
3	Cherry Hill.	20	Franconia.
10	Woodbridge.	27	Alexandria.
13	Telegraph Road.		

ALEXANDRIA AND WASHINGTON RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Alexandria.	7	Washington.
5	Long Bridge.		

RICHMOND AND PETERSBURG RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Richmond.	13	Chester.
2	Manchester Crossing.	17	Port Walthall.
8	Drewry's Bluff.	23	Petersburg.
11	Centralia.		

PETERSBURG RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Petersburg.	31	Jarrett's.
1	Washington Street Depot.	41	Belfield.
10	Reams.	53	Pleasant Hill.
21	Stony Creek.		

RICHMOND AND ALLEGHANY RAILROAD.

MILES.	STATIONS
0	Richmond.
4	Korah.
6	Westham.
11	Lorraine.
15	Viniti.
16	Manakin.
18	Boscobel.
20	Dover.
24	Lee.
30	Maiden's Adventure.
32	Cedar Point.
33	Irwin.
40	Rock Castle.
44	Stokes.
46	Pemberton.
51	Elk Hill.
53	Elk Island.
56	Columbia.
62	Boswell.
66	Bremo Bluff.
70	Middleton Mills.
72	Hardware.
75	Payne.
79	Scottsville.
82	Browns.
85	Warren.
91	Howardsville.
93	Highland.
96	Manteo.
99	Warminster.
101	Midway Mills.
103	Wingina.
108	Norwood.
110	Buffalo Springs.
114	Greenway.
118	Glade Stone.
120	Allen's Creek.
123	Riverville.
126	Walker's Ford.
130	Stapleton.
133	Galtville.
135	Joshua Falls.
146	Lynchburg.
150	Rolling Mill.
154	Bethel.
159	Pedlar's.
160	Coleman's Falls.
165	Big Island.
170	Rope Ferry.
174	Balcony Falls.
178	Glenwood.
178	Natural Bridge.
181	Gilmore.
188	Indian Rock.
195	Buchanan.
199	Jackson.
205	Saltpetre Cave.
208	Salisbury.
211	Eagle Rock.
216	Gala Water.
220	Baldwin.
223	Glen Wilton.
226	Lick Run.
228	Iron Gate.
230	Clifton Forge.
	LEXINGTON BRANCH:
0	Balcony Falls.
5	Miller.
10	Loch Laird.
12	Green Forest.
19	East Lexington.
21	Lexington.
	BUCKINGHAM BRANCH:
0	Bremo Bluff.
0½	New Canton.
2	Bridgeport.
4	Arvon.

NEWPORT NEWS AND MISSISSIPPI VALLEY RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Old Point Comfort.	204	Fishersville.
2	Hampton.	211	Staunton.
9	Newport News.	234	Craigsville.
27	Williamsburg.	239	Bell's Valley.
51	Providence Forge,	243	Goshen.
75	Richmond.	251	Millboro'.
90	Peake.	265	Longdale.
93	Hanover.	268	Clifton Forge.
96	Wickham.	280	Covington.
103	R. F. & P. Junction.	297	Alleghany.
110	Hewlett.	302	White Sulphur Springs.
115	Beaver Dam.	313	Ronceverte.
125	Frederick Hall.	319	Fort Spring.
130	Pendleton.	326	Alderson.
135	Tolersville.	336	Lowell.
137	Louisa.	348	Hinton.
141	Trevilian.	359	Quinnimont.
151	Gordonsville.	388	Sewell.
156	Lindsay.	399	Hawk's Nest.
158	Cobham.	408	Kanawha Falls.
165	Keswick.	418	Cannelton.
168	Shadwell.	425	Coalburg.
172	Charlottesville.	435	Brownstown.
173	Va. Mid. Junction.	444	Charleston.
179	Ivy.	456	St. Alban's.
182	Mechum River.	476	Milton.
190	Greenwood.	485	Barboursville.
195	Afton.	492	Guyandotte.
198	Waynesboro' Junction.	494	Huntington.
199	Waynesboro.		

POTOMAC, FREDERICKSBURG AND PIEDMONT RAILROAD.

MILES.	STATIONS,	MILES.	STATIONS.
0	Fredericksburg.	20	New Hope.
5	Whites.	22	Linder.
6	Mine Road.	24	Reynolds.
7	Robey's.	26	Verdiersville.
8	Screamerville.	27	Lafayette.
10	Airich.	30	Unionville.
11	Furnace.	32	Nason.
13	Brook Road.	35	Taylor.
14	Stephens.	38	Orange.
17	Parker.		

DANVILLE AND NEW RIVER RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Danville.	21	Cascade.
5	R. & D. Junction.	32	Burnt Chimneys.
8	Dan River.	43	Martinsville.
13	Buford.	75	Stuart.
16	Oak Hill.		

NORFOLK AND SOUTHERN RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Norfolk.	17	Hickory Ground.
1	Berkley.	19	Indian Creek.
9	Princess Anne.	22	Northwest.
13	Centreville.	25	Mojack.

SEABOARD & ROANOKE RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Portsmouth.	49	Newsom's.
17	Suffolk.	64	Margarettsville.
31	Carrsville.	70	Seaboard.
37	Franklin.	78	Gary's.
42	Nottoway.	80	Weldon.

NORFOLK AND VIRGINIA BEACH RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Norfolk.	13	London Bridge.
4	Broad Creek.	15	Tunis.
8	Kempsville.	17	Virginia Beach.
10	Jackson's.		

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
2	Salisbury.	52	Tasley.
6	Fruitland.	58	Only.
9	Eden.	59	Melfa.
12	Loretto.	63	Keller.
15	Princess Anne.	65	Mappsburg.
19	King's Creek.	67	Exmore.
21	Costen.	72	Nassawodox.
28	Pocomoke.	76	Bird's Nest.
30	New Church.	79	Machipongo.
37	Oak Hall.	82	Eastville,
41	Hallwood.	86	Cheriton.
45	Bloxom.	90	Cape Charles.
45	Parksley.		

WINCHESTER & POTOMAC RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
23	From Harpers Ferry to Wadeville.	4	Stevenson's.
		9	Winchester.

WINCHESTER & STRASBURG.

MILES.	STATIONS.	MILES.	STATIONS.
0	Winchester.	12	Middletown.
4	Kearnstown.	18	Capon Road.
7	Stephens City.	20	Strasburg.

STRASBURG & HARRISONBURG RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Strasburg.	29	New Market.
9	Woodstock.	36	Broadway.
14	Edenburg.	42	Linnville.
22	Mt. Jackson.	48	Harrisonburg.

VALLEY RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Harrisonburg.	17	Fort Defiance.
5	Pleasant Valley.	26	Staunton.
8	Mt. Crawford.	38	Greenville.
12	Weyer's Cave.	62	Lexington.

NORFOLK AND WESTERN RAILROAD.

MILES.	STATIONS.	MILES.	STATIONS.
0	Bristol.	307	Ford.
15	Abingdon.	312	Church Road.
28	Glade Springs.	327	Petersburg.
37	Seven-Mile Ford.	340	Disputanta.
44	Marion.	348	Waverly.
58	Rural Retreat.	356	Wakefield.
64	Crockett.	368	Ivor.
71	Wytheville.	367	Zuni.
79	Max Meadows.	374	Windsor.
92	Pulaski.	385	Suffolk.
99	Dublin.	408	Norfolk.
106	New River.		
107	Central.		NEW RIVER DIVISION:
118	Christiansburg.		
123	Big Tunnel.	0	Central.
127	Shawsville.	1	New River.
131	Big Spring.	7	Belspring.
144	Salem.	16	Eggleston Springs.
151	Roanoke.	23	Ripplemead.
153	Vinton.	30	Wenonah.
157	Bonsack.	33	Narrows.
162	Blue Ridge.	37	Lurich.
167	Buford.	40	Glen Lyn.
174	Thaxton.	47	Oakvale.
179	Liberty.	52	Ingleside.
188	Goode.	58	Ada.
193	Forest.	63	Bluefield.
204	Lynchburg.	66	Graham.
217	Concord.	70	Falls Mills.
222	Spout Spring.	73	Blue Stone Junction.
227	Appomattox.	75	Pocahontas.
233	Evergreen.		
239	Pamplin.		CRIPPLE CREEK EXTENSION:
247	Prospect.		
259	Farmville.	0	Pulaski.
267	Rice.	2	Cripple Creek Junction.
275	Burkeville.	7	Draper.
284	Nottoway.	13	Reed Island.
290	Blackstone.	18	Barren Springs.
296	Wellville.	24	Foster's Falls.
300	Wilson.		

OFFICIAL CORRESPONDENCE.

PETERSBURG, VA., FEBRUARY 20, 1886.

Mr. H. G. MOFFETT, JR.:

DEAR SIR:

We are again having trouble with the Atlantic and Danville railroad. We enclose you a copy of a notice served on us yesterday by Mr. Fleetwood, superintendent. We also enclose you a copy of a letter we wrote him in reply. We hope you will take some steps to compel him to take our shipment. They have taken this mode to prevent our shipments over their road, which we think is a great injustice not only to our steamers, but to our friends along the Atlantic and Danville who prefer to ship by us.

Yours truly, &c.,

H. BOISSIEUX & CO., Agents.

WAVERLY, VA., FEBRUARY 16, 1886.

To the Captains and Owners of the Steamer Carrie:

I am directed to notify you that after the 22d day of this month you will be charged wharfage on your steamer for landing at this company's wharf at Claremont. That wharfage will also be charged upon all articles of merchandise or other things landed from the said steamer on or over the wharf; and that all articles shipped over the railway from your steamer, the charges must be prepaid before the same will be forwarded. The charges for wharfage must also be prepaid, and in all cases where the goods or articles are not removed from the wharf within six hours, the same will be stored and regular duty of storage charged on same.

Yours respectfully,

T. FLEETWOOD,
Superintendent A. & D. R. R.

PETERSBURG, VA., FEBRUARY 20, 1886.

T. FLEETWOOD, ESQ., *Superintendent A. & D. R. R.:*

DEAR SIR:

Yours of the 16th to hand, in which you state, that after February 22d the steamer Carrie will be required to prepay you charges for all goods consigned to and over the Atlantic and Danville railroad. Yet you furnish no tariff

to enable us to know what those charges are, so that we can be prepared. The same we are willing to do whenever you furnish us with your rates. You demand, in addition, that the steamer Carrie shall pay for shipping, and also pay wharfage on all goods consigned to your railway. This we deny your right to exact of our boat, and it is not done to any other boats delivering or receiving consignments from the Atlantic and Danville railroad.

In regard to goods landed on said wharf for other parties, we have a letter from Mr. Mancha, which states that it was understood, and one of the conditions in granting the Atlantic and Danville railroad the wharf rights, that it was to be a free wharf. Be that as it may, it is a general rule with all wharves that charge wharfage, to collect said wharfage from the parties to whom the goods are consigned, and not to claim wharfage of the steamer so landing them—for the goods are certainly good for the wharfage.

But we claim the right, and will exercise it, of coming to said wharf whenever we have goods for your railroad, as it is your depot receiving all goods consigned over the said Atlantic and Danville railroad. We regret that you have undertaken to make us the special exception by demanding the prepayment of freight, and we deny your right under your charter to discriminate against our Virginia enterprise ("The Steamer Carrie") in favor of other steamboats owned beyond the limits of the State of Virginia, operating as you are under a charter granted from the State of Virginia.

We will refer this matter to the railroad commissioner at Richmond, and will look to your railroad to make good all damages we may sustain by this unjust discrimination against us.

Yours respectfully,

H. BOISSIEUX & CO., Agents.

RICHMOND, FEBRUARY 27, 1886.

Mr. BENJ. D. TILLAR, *President A. & D. R'y Co.:*

DEAR SIR:

I enclose complaint of Messrs. Boissieux & Co., of Petersburg, relative to the action of the Atlantic and Danville railway company in the matter of receiving and forwarding freight, prepayment of charges on same, wharfage, &c.; also copies of letters in reference thereto between them and the superintendent of the railway company.

Before calling your attention to this matter, I was of the opinion that your railway was discriminating against the steamer Carrie and owners by a violation of section 24, chapter 61, Code 1873, and submitted to the attorney-general. I beg to enclose his reply. He is of the same opinion, and closes his letter by saying: "The remedies under existing laws are ample to correct these violations if persisted in by the railway company." I would, therefore, request you to countermand the existing order, and keep strictly within the limits of the law in your dealings with the owners of the steamer Carrie and all other portions of your railway.

An early reply will greatly oblige,

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, FEBRUARY 25, 1886.

H. G. MOFFETT, JR., *Railroad Commissioner:*

DEAR SIR:

I have received your letter of the 23d instant, enclosing correspondence in reference to the discrimination on the part of the Atlantic and Danville railway company against the steamer Carrie, and asking me certain questions relative thereto. In reply, I beg to say, I am of the opinion that the railway company is violating the provisions of the 24th section, chapter 61, Code of Virginia, edition 1873. The railway company cannot lawfully refuse any steamer permission to land for the purpose of unloading freight to be transported over the railway, and the said company cannot lawfully require prepayment from one firm, person, or company and not from all. They may require prepayment, but must not discriminate.

The railway company is required by law to furnish in advance tariff, of its rates of transportation. The wharf belongs to the company as well as the railway, and they cannot discriminate against one person and in favor of another, as to the wharfage or privilege granted in reference thereto. The remedies under existing laws are ample to correct those violations if persisted in by the railway company.

Yours truly,

R. A. AYERS,
Attorney-General.

RICHMOND, MAY 27, 1886.

To the Board of Public Works of Virginia:

SIRS:

Enclosed find copies of correspondence between the undersigned and B. D. Tillar, Esq., president of Atlantic and Danville railroad, and Messrs. Boissieux & Co., et als.

From the correspondence you will see that President Tillar refused to allow a certain steamer, called the "Carrie," to land at the wharf of the Atlantic and Danville railroad for the purpose of delivering freight to the said railroad. The Atlantic and Danville owns or controls a steamer running in opposition to the Carrie. The order the president (after complaint to me) countermanded, but immediately issued another, placing certain penalties upon the goods delivered by the Carrie to the Atlantic and Danville railroad, which penalties, in my opinion, amounts to an open, unjust, and flagrant discrimination against the Carrie.

See chapter 61, Code of Virginia, 1873, section 24. Also by recent decisions of the circuit court of the United States, it has been said that a railway cannot either exclude the freight of a connecting line or give advantage to one connecting line over another in the rates at which freight is exchanged. In case of Denver and New Orleans R. R. Co. vs. Atchison, Topeka and Santa Fe Railroad, 15 Federal Reports, p. 650, the judges decided that every railway is bound to receive freight from all lines connecting with it, and to deliver freight to all as ordered by the shippers on equal terms.

I have repeatedly called upon and requested President Tillar to correct this violation of law indulged in by his road; yet he has failed to do so. The law is ample for its correction, and your prompt action in this matter will greatly facilitate the work and usefulness of this office.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, NOVEMBER 29, 1886.

Hon. H, G. MOFFETT,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I return herein the correspondence submitted by you *in re* steamer Carrie and Atlantic and Danville railroad company.

I also enclose a copy of an opinion of the attorney-general, acting on which the board directs you to proceed as prescribed in Acts 1876-7, page 255, section 3.

Very respectfully,

C. LEE MOORE, Secretary.

RICHMOND, DECEMBER 4, 1886.

Messrs. BOISSIEUX & Co., *Agents,*
Petersburg, Va.:

DEAR SIRS:

In reference to your complaint against the Atlantic and Danville railroad for discriminating against the steamer "Carrie," would say that I referred the matter to the attorney-general February 23d, 1886—received his reply February 25th. I at once reported the discrimination to the board of public works of Virginia, who again referred it to the attorney-general, but did not receive instructions from them to proceed against the road till November the 29th, 1886. Why this delay I cannot tell. It has been so long since this complaint was made, I would like to know if the matter has been adjusted with the railroad. If it has not let me know, and I will at once proceed against the road.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, DECEMBER 23, 1886.

To the Owners of the Steamer Carrie,
Claremont, Va.:

DEAR SIRS:

On December 4th instant, I addressed a letter to Messrs. Boissieux & Co., agents, in reference to a complaint against the Atlantic and Danville railroad

company for discriminating against your steamer. Not receiving a reply from them, I visited Petersburg on the 20th instant, and was informed they were no longer the agents of the steamer "Carrie." Will you please inform me if the road still persists in giving any undue advantage to any other steamer over the steamer Carrie? You will also please give me any other information you can obtain as to the purchase of the wharves at Claremont by the Atlantic and Danville railroad company. I would be obliged if you would give this your immediate attention, as this matter, unavoidably, has been of long standing in this office. I not only esire to adjudicate it at once, but to test the law.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

PETERSBURG, JANUARY 4, 1887.

Mr. H. G. MOFFETT,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Your letter to Mr. N. H. Burrow on 23d of December was handed to me by him, and, as I am the agent, he requested me to reply to it. The Atlantic and Danville railroad compel us to prepay the freight on all goods forwarded by the steamer Carrie on the Atlantic and Danville railroad without giving us any tariff to work by. Besides, they make us pay a wharfage on all goods put off at Claremont. Mr. J. F. Mancha wrote Messrs. Boissieux & Co., the former agents of the Carrie, and told them that he sold the wharf at Claremont to the Atlantic and Danville company on conditions that they should be free wharves, and that no steamer should be compelled to pay a wharfage on any goods put off at Claremont. What we wish of you is to compel them to carry our goods without prepaying the freight, except when we desire to do so, and force them to give us a copy of the tariff used by their own steamer (George Law).

By giving this your immediate attention you will greatly oblige us, as this discrimination hurts us financially very much.

Yours respectfully,

J. E. MOYLER,
Agent Steamer Carrie.

RICHMOND, JANUARY 5, 1887.

Hon. R. A. AYERS, *Attorney-General:*

DEAR SIR:

Enclosed find correspondence concerning discrimination against the steamer Carrie. You will please, as soon as practicable, take such action as the law in this case may justify.

Very respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

Copy of Injunction.

An injunction is awarded the complainant, H. G. Moffett, railroad commissioner for the State of Virginia, to enjoin and restrain the Atlantic and Danville railroad company, their agents, employees, and attorneys from discriminating against the owners of the steamer Carrie, mentioned in the plaintiff's bill, by charging wharfage to the said steamer, and by requiring prepayment of wharfage and freight of said steamer, as alleged in the complainant's bill, until the further order of the circuit court of Greenesville county.

The judge granting this injunction being of the opinion that no bond should be required of the complainant, doth order that this injunction shall take effect without the execution of a bond by the complainant, and the clerk of the circuit court of Greenesville county is desired forthwith to issue the proper process.

BEVERLY A. HANCOCK.

To the clerk of the circuit court of Greenesville county.

RICHMOND, VA., JANUARY 22, 1887.

J. E. MOYLER, ESQ., *Agent Steamer Carrie:*

DEAR SIR:

Some time since I obtained an injunction against the Atlantic and Danville railroad restraining them from further discrimination against the steamer Carrie. But in such discrimination they have already violated the law, for which I propose to sue for the penalty. I wish to prove statement made by you in your letter to me of January 4th, and the allegations in the letters to me from Messrs. F. Bossieux & Co., to-wit: "The steamer Carrie was required to prepay freight forwarded on the Atlantic and Danville railroad, and other steamers were not required to do the same. That the steamer Carrie was required to pay wharfage at Claremont, and that other steamers were not required to do the same. That the Atlantic and Danville refuses to give you a copy of their tariff sheet."

You will please investigate and prove any other discrimination against your steamer which may exist, and forward me the names of the witnesses to be subpœned.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, FEBRUARY 24, 1887.

Hon. R. A. AYERS, *Attorney-General:*

DEAR SIR:

You will remember that some time since I obtained an injunction restraining the Atlantic and Danville railroad from discriminating against the steamer "Carrie." In such discrimination this road has violated section 26, page 444, of Acts 1874–5, and is liable to a penalty of $500.

In calling your attention to this law, I desire that you take such action as the law may justify. Enclosed find list of witnesses to be summoned to prove the allegation.

Respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

PETERSBURG, FEBRUARY 17, 1886.

Mr. MOFFETT, *Railroad Commissioner,*
Richmond, Virginia:

DEAR SIR:

We have been in the habit of traveling on the Norfolk and Western railroad for a year or so. We purchase our ticket, and then the railroad company allow us no baggage. Have they a right to discriminate what my baggage shall consist of? Am I not entitled to 150 pounds, whether bricks or rocks, in my trunk? We take two trunks along in going to court, and we are not allowed anything for baggage. Please answer.

FETTY & ELLIOTT.

RICHMOND, VA., FEBRUARY 18, 1886.

Mess. FETTY AND ELLIOTT,
Petersburg, Virginia:

GENTLEMEN:

In reply to your postal of the 17th, I beg to say that as a passenger on the train you are entitled to 150 pounds of baggage. But by baggage is meant such articles of personal convenience or necessity as are usually carried by passengers for their own personal use, and not merchandise, although carried in trunks of passengers.

I wrote Mr. Pyser of your city a few days ago very fully in regard to this subject, and would refer you to my letter to him for further information.

Very respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, FEBRUARY 3, 1886.

Mr. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

If you have any complaint of railroad discriminations against Lynchburg, please give me a statement of the number and character of the complaints.

Yours truly,

A. FULKERSON.

RICHMOND, FEBURARY 3, 1886.

Hon. A. FULKERSON:

SIR:

In answer to your enquiry of this date, I beg leave to state that I have had no complaint from any one in the city of Lynchburg as to discriminations against that city.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, FEBRUARY 16, 1886.

Mr. J. S. B. THOMPSON,
Assistant Freight Agent Virginia Midland Railway Company,
Alexandria, Va.:

DEAR SIR:

I enclose you letter of complaint of Joseph W. Baker, Louisa Courthouse, in reference to charge made by the Virginia Midland railway company on car load of hay from Rapidan to Gordonsville. By comparison with charge made by the Chesapeake and Ohio railway company on the same car load of hay for the same distance (14 miles), it would seem that the charges of the Virginia Midland are extortionate, and I would be glad to have you look into the matter, and if a mistake has been made rectify it; if no mistake has been made, explain the reason of the difference in the charge made by the two railroads.

An early reply will oblige,

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

Please return enclosures.

LOUISA COURTHOUSE, VA., FEBRUARY 13, 1886.

Mr. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

I enclose you freight bill paid by myself on one car load of hay from Rapidan station, on the Virginia Midland road to Louisa Courthouse. Midland road charges $18 40 from Rapidan to Gordonsville—distance 14 miles. The Chesapeake and Ohio railroad charge $10 35 from Gordonsville to Louisa Courthouse, same distance, 14 miles. You will see at a glance the difference the two roads make. I wrote to the Virginia Midland, and their reply was, that was their regular rate. The charges are outrageous, and they ought to be investigated, and I don't know who to apply to but you. I hope you will take the trouble to look into the matter.

Very respectfully,

JOSEPH W. BAKER.

is my opinion the rate charged is too high, and would suggest a rate of six cents per cwt. You would oblige me by giving this your immediate attention.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

ALEXANDRIA, VA., AUGUST 23, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner,*
Richmond:

DEAR SIR:

Referring to your favor of the 20th instant, in regard to the charge on a car load of hay shipped to Mr. J. W. Baker, Louisa Courthouse, we cannot place our hands on the original papers, which contained the paid freight bill. Are they not with you? If so, please forward. We find that on March 6th we returned the papers to you.

Yours truly,

J. S. B. THOMPSON,
Assistant General Freight Agent.

ALEXANDRIA, VA., SEPTEMBER 13, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

Referring to your favor of the 10th instant. With the use of a *duplicate* freight bill we will be enabled to arrange the matter, and, therefore, we suggest that you ask Mr. Baker to secure a duplicate from agent at Louisa Courthouse and forward to us.

Yours truly,

J. S. B. THOMPSON,
Assistant General Freight Agent.

RICHMOND, SEPTEMBER 15,. 1886.

JOSEPH W. BAKER, ESQ.,
Louisa Courthouse:

DEAR SIR:

Please secure of the agent at Louisa Courthouse and send me a duplicate freight bill paid by you of the car load of bay shipped from Rapidan Station, on Virginia Midland railroad, to Louisa Courthouse, about the 13th February.

H. G. MOFFETT,
Per W. R. GAINES, Clerk.

LOUISA COURTHOUSE, NOVEMBER 29, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

I enclose you a copy of the railroad receipt. You will notice they charged me $18 40 from Rapidan Station to Gordonsville, and $10 35 from Gordonsville to Louisa Courthouse. The distance is about the same, from Rapidan to Gordonsville, as it is from Gordonsville to Louisa Courthouse. Difference in favor of the Virginia Midland railroad, $8 05; which seems to me to be *outrageous.* Hope you will look into the matter, and let me hear.

Yours truly,

JOSEPH W. BAKER.

WASHINGTON, D. C., NOVEMBER 25, 1886.

Col. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Virginia:

DEAR SIR:

The papers in this case were packed up prior to our move from Richmond, and I have not been able to find them until to-day. I have given instructions this date to have the claim of overcharge settled on basis of 6 cents per 100 pounds. Account of line from Rapidan to Gordonsville. The matter will now be adjusted as soon as possible.

Yours truly,

J. H. DRAKE,
General Freight Agent.

RICHMOND, VA., DECEMBER 1, 1886.

JOSEPH W. BAKER, ESQ.:

DEAR SIR:

Yours of 29th ult. received. I am sorry for the unavoidable delay in adjusting this matter. The enclosed letter of Mr. J. H. Drake, general freight agent, will in part explain. You will see from his letter enclosed, that I have gotten him to settle the overcharge on a basis of six cents per one hundred lbs., which I hope will be satisfactory.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JANUARY 30, 1886.

General WMS. C. WICKHAM,
Second Vice-President Chesapeake and Ohio Railway,
Richmond, Va.:

DEAR SIR:

A week or more ago I returned your annual report for amendment of that portion of it relating to accidents, asking for a history of the accidents—that is, for name of party injured, place, time, and extent of injuries, all of which are required by law. If the report is ready, I would be glad to have you return it immediately; if not, will you hurry it up, as all other railroad reports for year ending 30th September, 1885, are now in the hands of the printer.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., FEBRUARY 1, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner,
Richmond, Va.:

DEAR SIR:

I have your letter of January 30th, asking the return of our annual report with the additional information in regard to accidents which you ask.

This report was made and sworn to by my predecessor. The data for preparing such a statement as you desire, are not now accessible, and it would involve a delay of months to get them, as original papers would have to be referred to and possibly duplicates have to be obtained.

Under these circumstances, I hope that you will accept the report as it is, as has always been done heretofore without question.

I return the report herewith.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

FARMVILLE, VA., FEBRUARY 8, 1886.

H. G. MOFFETT:

MY DEAR SIR:

When in your office in Richmond last month, your clerk very kindly informed me that just as soon as he could get the information showing under what circumstances Parker Lee was killed in May, 1884 or 1885, I think at Newport News, by the C. & O. R. R. Co., he would let me know. Also how Wm. H. White was killed on the 12th May, 1885, at Lynchburg, by the Richmond

and Alleghany railroad company. Of course, the information I desire, is what report these two companies make of these accidents, and a copy of what they report—just a statement under the statute as to when killed—how, and by whom, &c.

Very truly, your friend,

P. W. McKINNEY.

RICHMOND, VA., FEBRUARY 10, 1886.

Gen. WMS. C. WICKHAM,
Second Vice-President C. & O. Railway,
Richmond, Va.:

DEAR SIR:

I am to-day in receipt of letter from Mr. P. W. Kinney, Farmville, Va., asking for a statement of facts connected with the killing of Parker Lee, by the Chesapeake and Ohio railroad company, at (he thinks) Newport News, in May, 1884 or 1885.

Your annual report does not give the circumstances in detail nor the names of parties killed or injured.

Please give me all the information you can as to this accident, train, cause, place, &c., and verify by oath of superintendent or some officer as is required by law for annual report.

An early reply will oblige,

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., FEBRUARY 13, 1886.

Hon. P. W. MCKINNEY,
Farmville, Va.:

DEAR SIR:

In reply to your enquiries, in your letter of the 8th, I enclose letter of the receiver and manager of the Richmond and Alleghany Railroad Company in reply to my letter asking for the information desired by you.

In reply to that portion of your letter in regard to the killing of Parker Lee by the Chesapeake and Ohio Railway Company, I beg to say that the information asked for is not given in their annual report, and they have not yet replied to my letter asking for the details of the killing. In conversation with Gen. Wickham, in regard to this matter, he said he did not think a railroad company should furnish evidence for the prosecution of a claim against a company, and before he would furnish such information he would test the law in relation thereto in the courts. As soon as he replies to my letter, I will forward it to you.

Please return enclosure.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., FEBRUARY 12, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner,
Richmond, Va.:

DEAR SIR:

I beg to say, in reply to your letter of 10th instant, that no person by the name of W. H. White has been killed or injured by the engines, trains, or cars of this railroad, and no one was killed or injured at Lynchburg, or any other point on this line, on the date named in your letter, May 12th, 1885. You must have been incorrectly informed as to the road on which the accident occurred.

Yours respectfully,

DECATUR AXTELL,
Receiver and Manager.

FARMVILLE, VA., FEBRUARY 14, 1886.

H. G. MOFFETT, JR., ESQ.:

MY DEAR SIR:

Your favor received, for which I am obliged to you. I regret Gen. Wickham will not give the information, or make the report required by law, and think he should be compelled to do so. If it is the law, it should be enforced in every case, or the law should be repealed.

I was mistaken about the other case. White was killed by the Midland railroad at Lynchburg at the time indicated in my letter to you.

I would be glad if you would forward the information asked for in my last letter. I dislike to trouble you, but have no other way of obtaining the information desired.

I am very truly your friend,

P. W. McKINNEY.

RICHMOND, VA., FEBRUARY 15, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, City:

DEAR SIR:

I have your letter of February 10th, 1886.

There are some matters bearing upon the point of the inquiry which it is proper that I should have the opinion of my counsel, Judge William J. Robertson, upon.

It will take a few days to obtain that, and when I do obtain it I will write you fully in reply.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, FEBRUARY 19, 1886.

Hon. P. W. MCKINNEY,
Farmville, Va.:

DEAR SIR:

Your favor of 14th instant to hand. Since I wrote you last I have received a letter from General Wickham, asking for time sufficient to consult the attorney of the Chesapeake and Ohio railway company before giving a definite answer to the enquiry about the killing of Parker Lee. When I get his final answer will forward it to you.

As regards the killing of White, I have examined the reports of the Virginia Midland for the years 1884 and 1885, but do not find White's name among the killed or injured. This company seems to have made the full report as required by law. Is it possible that you are mistaken a second time as to the name of the road or the date of the accident?

I have also looked in the report of the Norfolk and Western, but find no such name reported as killed or injured.

Before writing the Virginia Midland in regard to this matter, I await your answer to this letter. Do not hesitate for fear of giving me trouble, but duty and pleasure prompt me to serve you in any way I can.

Very truly, yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, MARCH 9, 1886.

Gen. WMS. C. WICKHAM,
Second Vice-President C. & O. Railway Company:

DEAR SIR:

Referring to my letter of February 10th, in reference to the killing of Parker Lee, and your letter of February 15th, in reply thereto, referring the matter to your counsel, Judge Robertson, I would be glad to hear from you.

Very truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., MARCH 10, 1886.

H. G. MOFFETT, JR., ESQ.,
Railroad Commissioner of Virginia, City:

DEAR SIR:

I have your letter of March 9th, referring to your letter of February 10th, with reference to the death of Parker Lee from an accident at our station at Newport News.

I have previously stated to you that it was only in December last that I took

personal charge of the operations of this road, and that I had no acquaintance with matters of this kind prior to my taking hold of the road; that the reports to the railroad commissioner were made by my predecessor, and that it would be a work of infinite labor for me to ascertain the details of any special accident on the road covered by his reports. The accident about which you inquire occurred in 1884, nearly two years ago, and it would be very difficult for me to work up a report of that case even were I now eugaged in preparing a regular report for the railroad commissioner.

I do not propose to enter into a discussion at this time of the manner in which these reports should be made to conform to the law. I will, when I submit my report for 1886, endeavor to put it in just such shape as will be satisfactory to you, and should I be unable to do so, we will then discuss the principles upon which the report should be made.

In this particular case, however, with the surroundings, I do not think that I should be called upon for any further report of an accident in 1884, than that which was accepted by your predecessor as sufficient, he having made no objection whatever to the form of the report.

Your letter of February 10th, and previous verbal information from you, show that the information sought for is at the instance of Mr. P. W. McKinney, of Farmville, who has brought suit for the administrator of Parker Lee against this company for very heavy damages, and I am very sure that it was no part of the intention of the general assembly in framing the law calling for report of accidents, to allow that law to be used by an attorney prosecuting a claim against the company to force the company to furnish him evidence which might enable him to forestall the defence of the company to its injury. In short, this information called for by the reports was intended, in my judgment, solely for the guidance of the commissioner, and possibly to procure statistical information for the use of the general assembly, but it certainly was never in contemplation that the commissioner should be required to obtain information for attorneys who were bringing suits against the companies.

Even could I procure the details of this accident, I should be very much disinclined to do so, knowing the object with which you are pressed to require it; as, I say, this case is in the course of trial in the courts of the State, and we expect to show that the railroad company is entirely free from any liability on account of the accidental killing of Parker Lee. Yon can understand of course that the slightest accident is always greatly deplored by the management of railroads. We do everything in our power to prevent them. Where we believe these accidents arise from fault on the part of employees of the company we are always ready to settle them promptly, fairly and liberally, but where we are satisfied that no blame attaches to the employees, then we of course defend the cases to the best of the ability of our counsel, and would be unwilling to furnish the evidence upon which we rely for our defence, to the counsel on the other side before the case is called for trial.

Hoping that this will be satisfactory, and assuring you that I am always ready to give you any information within my reach about the affairs of the company,

I am, very respectfully,

WMS. C. WICKHAM,
Second Vice-President.

FARMVILLE, VA., MARCH 28, 1886.

H. G. MOFFETT, JR., ESQ.:

MY DEAR SIR:

Enclosed please find the letters of General Wickham and the President of Midland Railroad Company, which you have so kindly sent to me.

With my thanks for your diligence and progress, I am,

Very truly your friend,

P. W. McKINNEY.

RICHMOND, MARCH 9, 1886.

Mr. F. W. HINDEKOPER,
President Virginia Midland Railway Company:

DEAR SIR:

Mr. P. W. McKinney, of Farmville, Va., has written me for the details of the killing of Wm. H. White on May 12th, 1885, at Lynchburg, by the Virginia Midland Railway train. In your report you give on that day, "A farmer was run over and killed in Lynchburg yard." Will you kindly state whether the name of the farmer was William H. White.

Very truly,

H. G. MOFFETT,
Railroad Commissioner.

WASHINGTON, D. C., MARCH 16, 1886.

H. G. MOFFETT, JR., ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Replying to your favor of 9th instant, would say that W. H. White, farmer, from Burford's, Va., while trespassing in our yard at Lynchburg, May 12, 1885, stepped on the track and, it is supposed, became bewildered, and was struck by a yard engine, which crushed him in the head and both arms and legs. The engineer did not see him, and only caught a glimpse of his hat, and immediately reversed his engine. Mr. White, at the time, was walking through our yard at Lynchburg.

Yours truly,

F. W. HINDEKOPER, President.

RICHMOND, VA., MARCH 17, 1886.

Hon. P. W. McKINNEY,
Farmville, Va.:

DEAR SIR:

I herewith enclose copy from the original report of the Virginia Midland Railway Company, on file in this office, regarding accident in Lynchburg yard on May 12th, 1885.

In the copy I do not give the year, because it does not appear in the original; but all railroad reports are made to the Commissioner for the year ending September 30th, and the report from which this copy is taken, in that part relating to accidents, commences October 1st, 1884, and runs to the 30th September following. I also enclose you letter of Mr. Hindekoper, president, and letters from General Wickham in reference to accident on the Chesapeake and Ohio Railway, about which you asked information. Please return enclosures.

Very truly yours,

F. G. MENEFEE,
Clerk Railroad Commissioner.

FARMVILLE, VA., MAY 2, 1886.

H. G. MOFFETT, JR.,
Railroad Commissioner:

MY DEAR SIR:

Will you be so kind as to send a certificate of the accident reported to you by the Virginia Midland Railroad Company on the 12th of May, 1885, found on page 248 of your report, and is in the following words: May 12—"A farmer was run over and killed in Lynchburg yard." Make the certificate exactly as it is reported (spelling farmer with a small f), and certify it as the statute requires it to be done, so that I may use it as evidence. Send me the cost, and I will remit.

Very truly yours,

P. W. McKINNEY.

May 12th—"A farmer was run over and killed in Lynchburg yard."

I do certify that the above is a true copy of an accident reported to this office by officials of the Virginia Midland Railroad. Said accident is recorded in the annual report of said railroad company for the year ending September 30, 1885.

Test: H. G. MOFFETT, JR.,
Railroad Commissioner for Virginia.

Resolved, That the railroad commissioner of Virginia be and he is hereby directed to report to this house whether or not the railroad companies whose lines

terminate in the city of Richmond have complied and are complying with the provisions of section 36, chapter 61, Code of 1873, with regard to opening their ticket offices.

Agreed to by the House of Delegates February 17, 1886.

J. BELL BIGGER,
Clerk House Delegates.

RICHMOND, VA., FEBRUARY 19, 1886.

Hon. CHAS. E. STUART,
Speaker of the House of Delegates:

SIR:

In response to resolution of the House of Delegates, directing the railroad commissioner to report whether or not the railroads of this State, and especially those whose lines terminate in the city of Richmond, have complied and are complying with provisions of section 36, chapter 61, Code 1873, with regard to the opening of their ticket offices, I beg to say that, upon examination and inquiry, I find that the rule adopted by the several railroads is that the ticket offices be opened thirty minutes before the departure of trains, and beg leave also to say that, treating the resolution as a complaint, I have requested the several railroads to comply with the provisions of said section, which require that their offices for the sae of tickets be opened one hour before the departure of trains; and by their letters, herewith handed you, they indicate their purpose to comply with the law.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

PETERSBURG, VA., MARCH 30, 1886.

To the Railroad Commissioner of Virginia:

DEAR SIR:

I would like to call your attention to the condition of the ditch along my farm on the Richmond and Petersburg railroad, one-half mile from Petersburg.

For years I have suffered considerable loss of vegetables because the railroad ditch would not carry off the water fast enough to prevent an overflow on my land. The natural course of the water is south to the Appomattox river, but the ditch is made so as to force the water north. Two years ago the railroad company made the ditch wide but this is of no effect, as the natural course of the ditch will not prevent the formation of sand banks.

My information makes me believe that the railroad company has no right to make me suffer every year by loosing thousands of cabbage and other vegetables, and in presenting my grievance to you for proper action, I do not hesitate to say in conclusion, that I am not able nor willing to stand such regular damage any

longer, but will bring this matter before the courts if I should fail to get speedy redress at once.

Very respectfully,

W. GROSSMAN.

RICHMOND, VA., APRIL 19, 1886.

Mr. W. GROSSMAN:

SIR:

I had a personal interview with Maj. Scott. He informs me that he had never heard of your complaint about the ditch before, that he will at once investigate it, and will be only too glad to remove any well-grounded cause of complaint that you may have against his road.

Truly yours,

H. G. MOFFETT,
Railroad Commissioner.

NOTE—Have heard nothing further from this complaint.

RICHMOND, VA., MARCH 3, 1886.

Hon. H. G. MOFFETT,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I herein enclose a letter from Mr. Wm. H. Mann, of Nottway C. H., requesting information respecting accident on Norfolk and Western Railroad in 1884. I have this day informed him that I referred his letter to you.

Very respectfully,

C. LEE MOORE,
Secretary Board of Pulic Works.

RICHMOND, VA., APRIL 1, 1886.

Mr. C. LEE MOORE,
Secretary Board of Public Works,
Richmond, Va.:

DEAR SIR:

I beg to acknowledge receipt of your favor of 31st Mrch, enclosing letter of Mr. Wm. H. Mann in reference to certain accidents on Nolk and Western railroad, and asking for certified copy of same from origina report of said company.

By act of assembly, approved March 31st, 1877, creating the ice of railroad commissioner, and defining his duties, the railroad companies re required to

make their reports to him, and these reports, sworn to by the officers of the companies, are to be preserved in the office of the commissioner. But this act does not compel or *permit* the commissioner to give certified copies of any part of these reports which may be used as evidence in courts of law.

The law in reference to this, remains as it was before the creation of office of railroad commissioner, and is found in chapter 172, section 5, Code 1873, which names the offices from which certified copies of records will be received as evidence. The board of public works, it seems, can give the certificate, but has not the records. I have the records, but cannot give the certificate that would be needed as evidence. The original report of the railroad company, containing the information asked for by Mr. Mann, is in this office, from which you can make the certified copy, if you so desire, and think the section above referred to, gives you the right. I return Mr. Mann's letter.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

MAX MEADOWS, VA., APRIL 4, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

I send you a freight bill on a small lot of cotton-seed meal shipped from Georgia to Max Meadows, Wythe county, Virginia. The cotton-seed meal cost $17 50 per ton in Georgia, and the freight per ton is about $10 50, as you will see from bill. The 1,000 pounds was shipped from Lynchburg. I think Mr. Eddy, of the Norfolk and Western railroad, is disposed to act fairly. I hope you will try and get better rates for our farmers from Lynchburg to Bristol. Our Wythe people complain of the freights.

Your friend,

N. P. OGLESBY.

RICHMOND, VA., APRIL 14, 1886.

Mr. CHARLES G. EDDY, *Vice-President Norfolk and Western railroad Company, Roanoke, Va.:*

DEAR SIR:

I inclose letter of complaint of Mr. Oglesby, Max Meadows, Virginia, in reference to freight charges on a shipment of cotton-seed meal from Georgia to Max Meadows, Virginia.

He also complains of freight charges on your road between Lynchburg and Bristol, and asks for better rates for the farmers of his section. Please look into the matter and see if a mistake has not been made on shipment of meal, and if possible give these people better rates. I send you by mail to-day a copy of my report for 1885.

Very truly,

H. G. MOFFETT,
Railroad Commissioner.

ROANOKE, VA., APRIL 19, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I have your favor of 14th, enclosing letter from Mr. Oglesby, of Max Meadows, in relation to freight charges on shipment of cotton-seed meal from Georgia and Lynchburg. We will endeavor to make rates if possible that will be satisfactory to our patrons in southwest Virginia.

Yours truly,

CHAS. G. EDDY,
Vice-President.

RICHMOND, APRIL 24, 1886.

Mr. N. P. OGLESBY,
Max Meadows, Va.:

DEAR SIR:

I enclose letter of Mr. Eddy, vice-president of Norfolk and Western railroad, in reference to freight rates to southwest Virginia. He did not reply to that portion of your letter relating to charges on cotton-seed meal. I suppose it is being investigated. If he does not write me again, I will call his attention to it.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

ST. PAUL, MINN., APRIL 21, 1886.

Honorable Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Is there a law in your State regulating or fixing the rates to be charged by railroads for the transportation of passengers?

Will you please send us the maximum fare generally prevailing in the State, and a brief explanation of the law in regard to passenger transportation?

By the board.

E. S. WARNER, Secretary.

RICHMOND, VA., JUNE 8, 1886.

E. S. WARNER, ESQ.,
Secretary of Railroad Commissioners,
St. Paul, Minn.:

DEAR SIR:

In answer to your inquiry of April 21st, our statutes say that "on a railroad on which different rates are not prescribed by law, of a person and his

baggage, within one hundred and fifty pounds, not exceeding six cents per mile." A large majority of our roads charge from three to four cents. The main restrictions on Virginia roads are the statutes prohibiting discrimination, thereby furnishing a basis for a fair passenger rate by comparing charges made to competitive points.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

NORFOLK, VA., MAY 8, 1886.

Mr. MOFFETT:

DEAR SIR:

The writer would respectfully invite your attention to the bridge built by the Norfolk Southern railroad over the A. & C. canal, about nine miles out from Norfolk in Norfolk county. You should send an expert to examine. Think it dangerous to life and property.

Yours, &c.,

W. P. JOHNSON.

RICHMOND, VA., SEPTEMBER 3, 1886.

Hon. H. G. MOFFETT, JR.,
Railroad Commissioner of Virginia:

DEAR SIR:

In accordance with instructions, I visited and examined the draw-bridge over the A. & C. canal on the Northern and Southern Railway, some nine miles south of Norfolk city, and herewith submit my report as to its condition.

I presented credentials at President Phillips' office, who was absent from the city; but Captain A. M. Hawkins, superintendent, and acting engineer, carried me to the bridge, and gave particulars of the recent repairs which he had made on the abutments, and such other data with the examination needed to form a conclusion.

The report of its insecurity arose from the fact that the facings of plank on the abutments at and above the water line, had rotted, and the swash of passing steamers had washed the rotted parts away, as well as some of the earth from the abutments, exposing the piles and cross-braces. Captain Hawkins reports he gave the cypress piles and cross-timbers, running back into the embankment ten feet or more, a close examination, and they were perfectly sound, and had abutments filled with oyster shells to the depth of fifteen feet by six feet to the rear, and facing the abutments with two-inch oiled cypress plank. Such piles as were in sight (the most exposed) I examined, and found sound. The piles were cypress, of 14-inch diameter, average, with cross-timbers of 14 x 14 inches, mortised on them, and cross-braces of ample size and number. The whole abutment making a compact and firm bed, as witnessed by a passing train.

The draw-bridge in question is an opened wrought iron beam of fifty-seven feet in length, pivoted on the southern abutment and moved by hand-lever, composed of T bars of ample dimensions, securely riveted and trussed, and the trussing so

arranged and united as to give the required strength. After a careful inspection and measurement of its individual parts and as an entire bridge, its factor of safety—*i. e.*, its strength—was so obvious, that a detailed estimate of its transverse strains was deemed unnecessary. The bridge and abutments were in good order, and of capacity to sustain weights considerably in excess of the traffic demands of the railway, as its heaviest engines, with tender, weigh only 58,000 pounds, and coal car with load 60,000 pounds; and, the bridge being a draw, the trains necessarily approach it slowly and move over it slowly. The road-bed was in good order, so far as seen.

Returning from the bridge, met Vice-President King on the train, who kindly extended the courtesies of the occasion, and gave the information that he had recently sent over his road an experienced (expert) engineer to inspect its condition, and that he had reported the road-bed, bridges and tressles in good and safe condition.

Yours respectfully,

ROBERT F. MORRISS, C. E.

SALEM, VA., MAY 15, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Va.:

DEAR SIR:

Enclosed please find a letter that explains itself. I desire to call your attention to the great discrimination against Salem. We are six miles nearer Abingdon than Roanoke, and the rate is 64 cents per 100 pounds more.

Please return this letter after you are through with it.

Yours truly,

JOHN CHALMERS.

Enclosure.

ABINGDON, VA., MAY 14, 1886.

Mr. JOHN CHALMERS,
Salem, Va.:

DEAR SIR:

We will sell you S. B. skines and boxes at 75 per cent., with freight to Roanoke 27 cents per 100 lbs. Freight to Salem is 91 cents. Will be glad to hear from you.

Your friends,

WASHINGTON HARDWARE CO.
BRIGHT.

RICHMOND, VA., MAY 25, 1886.

Mr. CHALMERS:

SIR:

Yours of the 15th instant received, as to discrimination on hardware in

favor of Roanoke against Salem. Your complaint will secure prompt attention. I have written the Norfolk and Western for their rate on hardware from Abingdon to Salem, and the same from Abingdon to Roanoke.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., MAY 25, 1886.

C. G. EDDY,
Vice-President Norfolk and Western Railroad:

SIR:

Will you be so kind as to send me your rates on hardware from Abingdon to Salem, Va., and from Abingdon to Roanoke, Va.

By so doing, you will greatly oblige,

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

ROANOKE, VA., MAY 27, 1886.

H. G. MOFFETT, JR.:
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

In answer to your favor of the 25th, I would say that our rate on hardware from Abingdon to Salem is 55 cents per 100 pounds, and from Abingdon to Roanoke is 56 cents per 100 pounds.

Yours truly,

CHAS. G. EDDY,
Vice-President.

RICHMOND, VA., MAY 13, 1886.

CHAS. G. EDDY,
Vice-President Norfolk and Western Railroad Company:

DEAR SIR:

I wrote you some time since, asking your rates on hardware from Bristol to Salem, and from Bristol to Roanoke. From your reply and the rates of your road furnished me, compared with the enclosed complaint of Mr. John Chalmers, leads me to believe there must be some mistake. You will please write your agent at Bristol, so the same may be corrected.

Enclosed find letter of Mr. Chalmers to me, and also letter of Washington Hardware Company, both of which you will please return to this office.

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JUNE 9, 1886.

MR. JOHN CHALMERS:

SIR:

Enclosed find rate given me by C. G. Eddy, vice-president of Norfolk and Western railroad. I have written him to instruct his agent at Bristol in accordance with the rate given in his letter of May 27th. In the mean time, you can ship as per rate named. Please return Mr. Eddy's letter.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

SALEM, VA., JUNE 12, 1886.

Hon. H. G. MOFFETT,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Enclosed please find the letter sent me for perusal. I am indebted to you for your prompt attention to my complaint. Please accept thanks for same.

Yours truly,

JOHN CHALMERS.

ROANOKE, VA., JUNE 11, 1886.

WASHINGTON HARDWARE COMPANY, *Abingdon, Virginia:*

GENTLEMEN:

Referring to your letter of 14th of May, to Mr. John Chalmers Salem, his letter to Railroad Commissioner Moffett, and Mr. Moffett's letter to me, all of which I enclose herewith.

With return of all papers, will you kindly advise me *from* what point to *Salem* and *Roanoke* the rates you quote to Mr. Chalmer's apply? If from Abingdon or Bristol, the rates you quote are not correct. Please advise me promptly, *returning all papers.*

We are making many changes in our classification, and I would ask that on rates from Abingdon and points on our line, you consult with our agents, and get the rates under the new classification, and not quote rates based on the classification in force prior to June 1st.

Yours truly,

CHARLES G. EDDY,
Vice-President.

ROANOKE, VA., JUNE 22, 1886.

H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Virginia:

DEAR SIR:

Answering your favor of the 8th, and returning all correspondence in relation to rates to Salem and Roanoke.

Please note letter attached from Washington Hardware company, in reply to mine of the 11th instant, in which they say the rates given Mr. Chalmers were from the west via the Shenandoah Valley railroad. On any business coming from the west via the Shenandoah Valley railroad, our rates from Roanoke to Salem are not excessive. The fact is, that Mr. Chalmers does not know where the skeins are to be shipped from, nor from what points the rates are named.

If you can get the information from the Washington Hardware company as to the point from which the rates they name to Salem and Roanoke apply, I should be glad to have you do so. They do not give it to me in their letter of the 13th attached.

Yours truly,

CHAS. G. EDDY,
Vice-President.

ABINGDON, VA., JUNE 13, 1886.

Mr. CHAS. G. EDDY, *Vice-President Norfolk and Western Railroad Company,*
Roanoke, Virginia:

DEAR SIR:

Freight rates given Chalmers was from west via S. Valley railroad, we suppose. I sent Mr. A. Pope the rates on thimble skines some time ago, as given us from western factory.

Very respectfully,

WASHINGTON HARDWARE CO.

RICHMOND, VA., MAY 19, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

SIR:

You will greatly oblige me if you will furnish the following information: Four parties residing in Scottsville, on Richmond and Alleghany railroad, wish me to purchase for them Sunday excursion tickets, and enclose them in an envelope and send by party going up on the morning train, wishing to use them on the evening train coming to Richmond. How many tickets will it be necessary to purchase? Is it necessary to get four full tickets, or can I buy two, and tear in half, and make four *return* tickets?

And further: If a person buys a Sunday excursion ticket to Scottsville or other

station on said road, and if they use that ticket to go one Sunday, can they return on same ticket any following Sunday so long as the excursion is run?

Please state same in writing, and oblige,

Very respectfully,

T. E. BASS.

RICHMOND, MAY 19, 1886.

T. E. BASS, ESQ.:

SIR:

I do not know under what condition the excursion tickets are sold. If they are sold "not good if detached," then you will have to purchase four full tickets. If the ticket is sold good for this day only, and at a reduced rate, the condition or contract being fully understood by the parties purchasing it, then said ticket can be used only on the day agreed upon.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

LYNCHBURG, VA., JUNE 3, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Virginia:

MY DEAR SIR:

I feel it my duty to write to you on a subject concerning myself, and every individual in the commonwealth, of the gross violation of their charters by several railroads by changing their gauges.

The gauge of the railroads has been changed without any act of the legislature, that I have seen, which is a violation of law and their charters. At the time these railroads were chartered, the gauge was an important question before the legislature, and that body wisely decided that the roads south of James river should hereafter be five feet, while those north of said river and those already in existence were 4 feet 8½ inches, and the object was to build up Virginia cities, and not let the same operate to carry it out of State. I may be mistaken in this matter, as it is scarcely to be believed that the railroads would so palpably violate the fundamental part of their charter. The question was ably discussed when these roads were chartered; to which I refer you how important the gauge was regarded.

I should like to hear from you on this subject, as I may be mistaken in there being no power conferred by a subsequent act; but I know it is not in the consolidation act.

Another matter I wish to call to your attention. The railroads pay little or no attion to the opening their offices and selling tickets in time. I refer you to chapter 60, section 36, page 583 Code. It is so violated in Richmond and Lynchburg, and almost everywhere. I have been kept waiting in Richmond until the last minute, and have to stand to be in time, which I am unable to do. This section is important for old people and invalids, and every one who lives at a distance. No one

wishes to sue. I hope you will let the railroads know their duty in this respect. You can go any morning to depots and see this section violated. I have never seen otherwise at two of them.

The railroads are also in the habit of changing their schedule and tariff without the proper notice. I have been left by it twice. Let them know they must give proper notice before changing.

I have written this in hope you will aid in making the railroads comply with their charters and the general laws.

Respectfully,

CHAS. W. STATHAM.

RICHMOND, JUNE 10, 1886.

C. W. STATHAM, ESQ., *Lynchburg, Virginia:*

DEAR SIR:

Yours of the 3rd instant, in relation to the change of gauge by the Richmond and Danville railroad and of the Norfolk and Western railroad, from a five foot to the standard gauge. I refer you to an act approved March 15th, 1850, which provides that a uniform gauge be adopted by the Richmond and Danville Railroad Company, the Southside Railroad Company, and the Virginia and Tennessee Railroad Company. The last named railroads have been merged into and are now called the Norfolk and Western. It is true that the Danville road could not change its gauge without a similar change by the Norfolk and Western, and vice versa. But if both change at the same time, then a uniformity of gauge still exists; and, so far as I am at present advised, the change was legal under the provisions of the above cited act.

As to your second complaint: I have communicated with the officers of nearly all the roads, calling their attention to the law in relation to keeping their ticket offices open one hour before the departure of trains. In most cases they have assured me that the law would be complied with. If it is not, I have no way of finding out, except that each case be reported to me; and one or two such reports would have a very wholesome effect.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

CULPEPER, VA., JULY 7, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Va.:

DEAR SIR:

We write to ask your attention to a charge on the Virginia Midland railroad from Charlottesville to Culpeper. Enclosed you have the manifest, 26th day of June, through car from Cincinnati, freight guaranteed to Charlottesville for $74 00—a distance of some 500 miles or upwards. This we are perfectly satisfied with, but the Virginia Midland railroad charge us from that point to Culpeper local

rates, with a very high estimate on weight, as there were only 26 buggies in the car. They charge us $55 20. We refuse to pay this charge. Can't you do something for us in this matter, as we are trying to work up a business at this point, and necessarily pass a considerable amount of freights over this Virginia Midland railroad. With such charges as this, it is calculated to cause us to seek some other location for our business. Please give it your immediate attention, as we think it deserves, and give us through rates, as we honestly think is all fair. Several of your acquaintances here advised us to write to you on this subject. Please answer.

Yours most respectfully,

P. H. CLARKE & CO.

RICHMOND, JULY 27, 1886.

P. H. CLARKE & Co., *Culpeper, Virginia:*

SIRS:

Yours received in regard to freight charges on buggies, made by the Virginia Midland railroad company, from Charlottesville to Culpeper. The charge from Cincinnati to Charlottesville ($74 00) is a through and competitive rate. The charge made by the Virginia Midland from Charlottesville to Culpeper ($55 20) is a local rate. The Virginia Midland has nothing to do with the rate made by the other companies. The shipment to Charlottesville was a long haul, and it could not be expected that the Virginia Midland should charge in proportion when the company only carried the buggies some forty-five miles. But upon investigation, and by comparison, I have concluded that the local rate, 23 cents, ($55 20) is too high, and have so informed the general freight agent of the Virginia Midland, who, at my request, has fixed the rate at 20 cents ($48 00). This is the only question that arises: What is a reasonable rate from Charlottesville to Culpeper? The rate from Cincinnati to Charlottesville has nothing to do with it, for the car could be brought to Charlottesville for nothing; yet that would not preclude the Virginia Midland from charging a reasonable rate to Culpeper. The Georgia commissioner, where the commissioners have the power to fix the rate, allows on buggies for the distance of 45 miles, a local rate of 22 cents ($52 80). If you pay the freight bill and send it to Mr. Barbour Thompson, assistant general freight agent of Virginia Midland railroad, the difference in the rate of 23 cents and 20 cents will be refunded, and in the future you can ship at a local rate of 20 cents per hundred in car-load lots.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

BUCKNER'S STATION, C. & O. RAILWAY,
JULY 10, 1886.

H. G. MOFFETT, ESQ.:

MY DEAR SIR:

On the 29th June I shipped two calves to Richmond, for which the company charged me 55 cents each. The next day (June 30th) I had a calf

shipped from Richmond to Buckner's, for which the company charged me $1 10. Why the difference in the freight? Please inquire into it. The calves were all about the same size.

Yours very truly,

F. H. HOLLADAY.

RICHMOND, JULY 15, 1886.

B. S. FITCH, ESQ.,
G. F. A. Chesapeake and Ohio Railway, Richmond, Va.:

DEAR SIR:

Enclosed find postal from F. H. Holladay, Esq., complaining of difference in freight of calves shipped from Buckner's to Richmond and from Richmond to Buckner's. Please look into the matter and write me, and return this postal.

Very truly,

W. R. GAINES,
Clerk Railroad Commissioner.

RICHMOND, VA., JULY 22, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Va.:

DEAR SIR:

Referring to the postal of Mr. Holladay, complaining that he was charged $1 10 upon a calf from Richmond to Buckner's, whilst he only paid 55 cents upon two calves that we brought from Buckner's to Richmond. There is an error of eight cents against Mr. Holladay on his single calf, which we will of course have corrected upon application.

The regular freight on calves between Richmond and Buckner's is $1 02 per head in either direction; but, with a view of fostering the breeding of calves and lambs on the line of the road, we make a reduced rate on lambs and calves coming to Richmond market, which we are enabled to do by running a stock car on our way-freight from Charlottesville to Richmond, gathering calves and lambs at all stations between the two points, thus enabling us to make what is virtually a car-load rate upon the lambs and calves, though shipped singly by the owners, as the load by the time it gets to Richmond aggregates in the neighborhood of a car load. This plan was adopted from my own practical experience as a farmer and as a manager of a railroad, and works to the great advantage of the shippers of stock. Had we not done that we would have had to leave the regular rate in force upon each calf and lamb, and the result would have been that the rate of freight would have been considerably higher than it now is. When we ship an isolated calf back, of course we charge the regular tariff rate, which is certainly not higher than I think is fair. The whole arrangement works to the benefit of the farmer.

The car which we use upon this freight is devoted simply to this business. To reverse the system, and carry that car back under all circumstances, would de-

prive us of an opportunity of utilizing that car for general freight, and force us always to haul it at a dead cost to the company; whereas, as our principal stock business passes from the road at Charlottesville, we always have a lot of empty cars there which we can utilize on the way-freight trains.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, JULY 16, 1886.

F. H. HOLLADAY, ESQ.:

MY DEAR SIR:

Yours of the 20th received, relative to the shipment of two calves from Buckner's to Richmond at a cost of fifty-five cents each, and the shipment of one calf from Richmond to Buckner's at a cost of $1 10. I have fully investigated the matter, and the railroad company explain it as follows:

At Charlottesville a stock car is attached to the freight, which stops at all stations to receive stock. This car is put on for the accommodation of farmers who have but one or two head of stock to ship, and by this means, instead of the farmer paying for stock at less than car-load rates, he gets the benefit of car-load rates upon a single animal. For example, the regular rate upon a single calf from Buckner's to Richmond is $1 02, but by the existing arrangement by car-load rates, it is fifty-five cents. The railroad can well afford it, inasmuch as by the time the train reaches Richmond they have a car load of stock. The same circumstances do not exist in returning. The car might be run from Richmond to Charlottesville for six months with more than probable, not a single shipment.

Now it is claimed by the railroad that they do utilize this car in returning, therefore they charge them less than regular car-load rates, $1 02. They also claim that if they are precluded from utilizing this car and are forced to haul it back empty at an additional cost, then of course they will be forced to raise their car load rates from fifty-five cents to an amount that will meet the additional cost of hauling the empty cars.

Now, if these statements are true, which I have no reason to doubt, it is of great interest to the farmer that the present tariff should stand, for while one shipment may be made from Richmond in a month, a car load, made up by different farmers, is shipped to Richmond every day. Inclosed find General Wickham's letter, which you will please return.

Hoping to hear from you soon, I remain,

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

PHILADELPHIA, JULY 31, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner of Virginia,
Richmond, Virginia:

DEAR SIR:

Replying to your favor of the 27th instant, addressed to Mr. A. J. Cassatt, president, and which was forwarded to me from Cape Charles.

I enclose you herewith a Local Passenger Tariff and Distance Table, in effect June 15, 1885, and which is still in force; also a Local Tariff of Freight Rates, dated June 1, 1885, which is still in force, and a copy of the Joint Merchandise Freight Classification, adopted by the Freight Traffic Association of the Middle States, December 19, 1885, under which we work.

This will give the maximum charges, both of ticket and freight business. Owing, however, to cheap water transportation at Norfolk by which we have been antagonized, we have found it necessary from time to time, to modify these rates to large cities North. But these will show you the maximum figures which would in any case be charged.

Trusting this information will be satisfactory, and will give the ground you desire, I am,

Very respectfully, yours,

WM. CARISS, JR.,
Secretary and Auditor.

ROANOKE, VA., AUGUST 7, 1886.

H. G. MOFFETT, JR.,
Railroad Commissioner, Richmond Va.:

DEAR SIR:

Your favor of the 27th ultimo, addressed to Mr. Kimball, has been referred to me.

Enclosed I hand you copy of our passenger tariff, with additions, and would say for your information that we shall publish within a month or so an entire new tariff, taking in all our new branches on Cripple Creek, as we shall open up several miles more of that road before the 1st of September. If you are going to publish any tariffs in your report, I would suggest that you wait until you get our new issues. I will send you our freight tariff in a day or two.

As to improvements, &c., we are building a new grain elevator at Norfolk through which we expect to handle grain for export abroad. We will have rebuilt by the 15th of this month, High bridge at Farmville, so that it will carry the heaviest locomotives on our line. We are rebuilding a new passenger depot at Petersburg, to be used jointly by the Atlantic Coast Line and ourselves. Thirteen miles of our Cripple Creep extension are already open for business, and by the 1st of September nine miles more will be completed and in operation to Foster Falls, where we shall stop for the present. We are making short extensions of branch lines in the coal districts, opening up new coal mines in order to enable us to increase the output of coal and the manufacture of coke.

I would suggest that (August being a hot month in Richmond) you take a trip over our line and see what we are doing, stopping off at Roanoke, looking over our machine works; thence to Pocahontas; then stop off at Pulaski, where we have the Maple Shade Inn, the finest hotel in Virginia; take a run up the Cripple Creek extension, and then on through to Bristol. I think you would enjoy the trip, and I know you would see more in the way of improvements on our line than I could tell you of in a dozen letters.

Yours, truly,

CHAS. G. EDDY,
Vice-President.

WASHINGTON, D. C., OCTOBER 22, 1886.

PEYTON RANDOLPH, ESQ,
Assistant General Manager:

DEAR SIR:

Replying to yours 13th: From Richmond, 123,631 tons; to Richmond, 100,596 tons; from West Point, 87,475 tons; to West Point, 87,850 tons—11 months.

From points north of Alexandria to south of Danville, 7,514 tons; from points south of Danville to points north of Alexandria, 5,849 tons.

I regret that we have not been able to reply earlier, but the time lost in packing, moving, and unpacking has thrown us back with our work so that we could not get out earlier. Hope to be all right now shortly.

Yours truly,

A. S. DUNHAM, Comptroller.

RICHMOND, OCTOBER 26, 1886.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

I want to know if the expressions north of Alexandria and south of Danville, and south of Danville and north of Alexandria, include *Danville?* If they do not, then I want to know the shipments from Danville to Richmond and from Richmond to Danville; and also from Danville to Alexandria and points north, and from Alexandria and points north to Danville.

Very respectfully,
Your obedient servant,

FRANK G. RUFFIN.

RICHMOND, OCTOBER 26, 1886.

A. S. DUNHAM, ESQ.,
Comptroller Richmond and Danville Railroad:

DEAR SIR:

Yours of 22d instant, addressed to Peyton Randolph, Esq., assistant general manager, enclosed to me by Mr. E. B. Thomas.

From the enclosed letter of Mr. F. G. Ruffin to me, you will find that a portion of the desired information has, through mistake, I presume, been omitted. You will oblige me by giving the same your attention.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

Please return the enclosed.

WASHINGTON, D. C., OCTOBER 25, 1886.

H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

Replying to yours of 26th, the shipments from Danville to Richmond and from Richmond to Danville were included in the figures previously sent you, as to and from Richmond. The figures given you as north of Alexandria and south of Danville, and south of Danville and north of Alexandria, do not include Danville proper, as we did not understand you wished it, and you will find them below:

Danville to Alexandria and points north,. 4,631 tons; Alexandria and points north to Danville, 9,499 tons.

I trust this will complete the figures desired. Mr. Ruffin's letter returned, as requested.

Yours truly,

A. S. DUNHAM, Comptroller.

COLES' FERRY, VA., SEPTEMBER 16, 1886.

Lieut. W. R. GAINES,

Richmond, Va.:

DEAR SIR:

Excuse me for troubling you, but, as commissioner of railroads, I ask you to please give your attention to the Staunton River hoisting machinery at Randolph. I am under the impression that Mr. J. J. Overby's contract expires now very soon, but I think the contract reads, with the privilege of renewing; and if the facts in the case are fully presented, perhaps the railroad company would see the facts in their true light. Now, at this time farmers all through this section have freight to go, but the steamer is at the bank; can't run on account of low water; and I am debarred from hauling on a public highway on account of a monopoly of the engine at Randolph. But you know full well as much or more about how we are situated than I can tell you. Do you reckon you can accomplish anything for us?

With kindest regards,

I am yours truly,

C. D. LEWIS.

RICHMOND, SEPTEMBER 20, 1886.

C. D. LEWIS, ESQ.:

DEAR SIR:

Yours of 16th instant received. We have just seen Col. Buford, who promises that he will arrange with Mr. J. J. Overby, at once, to unload bateaux or other boats hauling produce to Randolph, or to give up the hoisting machinery until his steamer can run again.

Yours truly,

W. R. GAINES,
Clerk Railroad Commissioner.

If satisfactory arrangements are not made at once, write us again.

RICHMOND, SEPTEMBER 22, 1886.

Col. A. S. BUFORD:

DEAR SIR:

For fear the matter concerning which we spoke to you a few days ago may be overlooked, will again call your attention to the complaint of C. D. Lewis, of Coles' Ferry, in regard to the monopoly of hoisting machinery at Randolph. Please give the matter your earliest attention, as it is of very great importance to the farmers on Staunton river, and many complaints have been heretofore made concerning the same. Please advise us as soon as you have made arrangements with Mr. J. J. Overby, so that the farmers can ship their produce with some assurance that they can have their bateaux unloaded.

Yours respectfully,

H. G. MOFFETT,
Per W. R. GAINES, Clerk.

RICHMOND, VA., SEPTEMBER 23, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I have yours of yesterday in regard to the use of the hoisting machinery at the Staunton river. In response to request from your office made a few days since through Mr. Gaines on this subject, our superintendent, Capt. Green, at once took the matter in hand as instructed by me, and communicated with Mr. Overby, who has charge of the machinery, to secure the correction of any cause of complaint. I herewith send for your information letter from Mr. Overby with Mr. Green's endorsement on same, that you may see the matter has not been overlooked. When read, please return Mr. Overby's letter to me.

Yours, truly,

A. S. BUFORD, President.

RICHMOND, VA., SEPTEMBER 24, 1886.

C. D. LEWIS, ESQ.:

DEAR SIR:

We herewith enclose letters from Messrs. Overby, Buford and Green, in relation to the hoisting machinery at Randolph.

If you have any trouble hereafter in getting the use of the same, please inform us.

Please return these copies to this office.

Yours, respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RANDOLPH, VA., SEPTEMBER 21, 1886.

Capt. W. H. GREEN:

DEAR SIR:

On my arrival here to-day, I find your telegram of yesterday stating that parties have complained to you of my not allowing the use of the hoistway at the bridge. This is the first of my knowing that any one wanted to use it. Of course I would not allow an incompetent person to use it anyway. While I have not been asked for it, I have never allowed any one to use it save my employees and Mr. Woodrim. I spoke to Mr. W. to-day of your telegram, and he told me you had given him orders not to allow any one save competent persons, to use it. I only have one bateaux at work, and that is not kept at work on account of the scarcity of freights. The water is too low now for the steamboat. I am *no man* to obstruct "bus." if I can't do it myself. I have always allowed parties to use the hoistway, provided they could get Mr. Woodrim to run it. And have gone so far as to have parties unloaded by my employees—charging nothing, only because I preferred not to haul their freight, it being out of my line of "bus."—some heavy timbers calculated to injure my boats.

Am very much obliged to you for informing me, and hope you will continue to do so if you have any further complaints.

Very respectfully,

J. J. OVERBY.

Respectfully referred to Col. A. S. Buford, president:

On my arrival at Randolph this P. M., after dark, I found that Mr. Overby had left for his home some three miles in the country. Our agent handed me this communication from Mr. Overby, concerning the subject you spoke to me about yesterday, of which I wired him at once. Please note what he says. I expect to pass down the road on Saturday and will try to see Mr. Overby in person. Will also see the man Woodrim that he speaks of, and ascertain whether any one has applied to him for the use of the hoisting apparatus.

W. H. GREEN, Superintendent.

September 21, 1886.

RICHMOND, VA., SEPTEMBER 29, 1886.

Hon. H. G. MOFFETT, *Railroad Commissioner of Virginia:*

DEAR SIR:

In accordance with your instructions, I commenced at Roanoke city, and thence went over the Shenandoah Valley railroad, making a close and careful inspection of its roadway, bridges, and trestles, and herewith submit the result of my examination.

Its roadway is in a fair condition, though the topography is that of a mountainous character, partaking of steep grades and short curves, yet its capabilities for traffic are great, and the near future will show its natural advantages as a link in a system which must occur, due to its possessing all that could be desired as to cli-

mate, health, fertility of soil, and richness of minerals, and its location in the vast and historic valley lying between the Blue Ridge mountains and the Alleghanies.

In many places in its roadway I found a few ties in bad condition, though the road has had only some five years of existence, and wherever these were observed, the laborer was likewise found replacing the decayed ones with new ties. And Mr. Maddock, the energetic and skilled engineer, reported, before the winter sets in, he will have renewed 85,000 ties this season.

A portion of the track is still laid with iron rails, but will be replaced by steel rails, as the same had been ordered, and were daily expected.

The bridges and trestles were numerous—260 on the line of roadway, of 10 feet in length and upwards; some of 1,600 to 1,700 feet in length, and a few of the height of 105 feet. These were in a condition as might be expected of a railway when placed in the hands of a receiver, of doubtful repair and fitness for service. Albeit, it was fortuitous for the Shenandoah Valley railway that it fell into the hands of the present receiver and his associates, who with a prompt forecast of its situation, proceeded to place the railway in good repair for travel and traffic. It is true I found a few decaying timbers in many of the bridges and trestles, and I also noted the marks of condemnation for their removal, by their railway expert, who had preceded me in the work. Likewise, I saw at many bridges and trestles numerous carpenters busy removing and substituting the damaged by new and sound timbers; and on alighting from the hand car to inspect a bridge or a trestle, I saw as a usual feature of the landscape, the pile of Georgia lumber ready for use, and often the carpenters hard at work.

It is to be hoped that the steam shovel will eliminate from this railway, or shorten them. Many of these trestles and those which may be left to meet the requirements of the mountain torrents may be gradually replaced by wrought iron viaducts.

The repairs on these bridges and trestles have, during the past spring and summer, and will continue to consume for some time, 75,000 feet per month of the best Georgia pine; and with its small army of three hundred hands engaged on its line of railway, gives an earnest of those in command, of making it a first-class road.

I observed some four or five abutments of short bridges cracked from imperfect workmanship when first built, but also observed they were securely stayed by iron rods and braces, making them secure until they can be rebuilt.

During the past season the trestle at Gooney Run was washed out, and has been replaced by a wrought iron bridge of a most substantial nature, looking to a tonnage and steam power of largely increased character in the future traffic of the road. Flint Run will likewise have a similar bridge this year.

Judging from my examinations, and the manner in which the many deficiencies of the railway have been met and were being met, and the purposes indicated by those in charge, the conclusion has been reached that the Shenandoah Valley railroad will soon be rated equal to any for its condition and efficiency.

Yours respectfully,

ROBERT F. MORRISS, C. E.

RICHMOND, OCTOBER 5, 1886.

SIDNEY F. TYLER, ESQ.,
President and Receiver Shenandoah Valley Railroad:

DEAR SIR:

Herewith enclosed find copy of report of R. F. Morriss, C. E.

I am glad to hear of the rapid strides you are making in the improvement of your road, and hope in the near future it will be all that is predicted by Mr. M., and there will be no longer cause for complaint.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

PHILADELPHIA, OCTOBER 8, 1886.

H. G. MOFFETT, JR., ESQ.,
Railroad Commissioner, Richmond, Virginia:

DEAR SIR:

Please accept my thanks for your favor of October 5th, enclosing copy of Mr. R. F. Morriss' report upon the condition of bridges, track and trestles of the Shenandoah Valley Railroad.

I am very pleased to see by the report, which I have read with considerable care, that he approves of my method off maintaining and improving, as fast as means allow, this property.

Yours very truly,

S. F. TYLER, Receiver.

LEAKSVILLE, N. C., OCTOBER 21, 1886.

To Board of Public Works, Richmond, Va.:

DEAR SIRS:

I am in receipt of forms for reports, and wish to ask your honorable board to omit this road from your list of those required to report, for the following reasons, viz: The D. M. & S. W. R. R. Co. has no corporate existence in Virginia; only one citizen of Virginia has stock in the road; only 1,200 feet of track is in Virginia; the road owns no rolling stock, does no business in transportation; its roadway is leased to the Danville and New River road, and all business on it is done by the D. & N. R. R. Co. and is included in their reports. I am receiver of this road and get each month a *pro rata* rental. All data in regard to this is kept in the office and in the accounts of the Danville and New River Railroad Company.

Hoping that the Board will see the justness of request and grant the same,

I am, with great respect,
Yours most truly,

J. TURNER MOREHEAD,
Receiver D. M. & S. W. R. R. Co.

PRINCESS ANNE, C. H., VA., NOVEMBER 29, 1886.

Honorable Railroad Commissioner, Richmond, Va.:

DEAR SIR:

On Friday, October 15, 1886, a nurse, having in charge my little son, had put on the baggage car on the Richmond and Alleghany railroad, a trunk containing his clothes and a part of hers. The baggage man on the train refused to check the trunk because the lock was broken, but said he would put it off at Eagle Rock (the place where they were going). On arriving at Eagle Rock, the baggage man said he "had put the trunk off below." There has been several letters written concerning the trunk, but have been unable to obtain a reply. On Tuesday, November 16th, I was in Richmond, and went to the Richmond and Alleghany railroad office to make an inquiry about the trunk, and was sent to see Mr. Macmurdo, the general ticket agent Richmond and Alleghany railroad. I did not see Mr. Macmurdo, but saw his assistant, who made a memorandum of the facts, and promised to let me hear from him, but he has not done so. Now, could I obtain your kind assistance in my endeavors to find this trunk, and if not found, to have paid for the clothes that it contained? It certainly seems to me that the Richmond and Alleghany railroad are bound to either find the trunk or pay me for the contents, and their don't careativeness certainly conveys the idea that they do not propose to do either.

Asking your kind assistance in the matter, and soliciting an early reply,

I am very respectfully yours,

A. E. KELLAM.

RICHMOND, VA., DECEMBER 1, 1886.

DECATUR AXTELL, ESQ.,,

Receiver and Manager Richmond and Alleghany railroad:

DEAR SIR:

Enclosed please find letter of complaint of loss of baggage from A. E. Kellam, Esq. The statement set forth in his letter of complaint clearly indicates the liability of your road. "Transportation of baggage is incidental to the carriage of the owner as a passenger, and while the railroad companies are only responsible to passenger for injuries sustained from some neglect or wrong, they are liable for the safe delivery of their baggage in the same manner and to the same extent as carriers of merchandise." Your prompt attention is earnestly requested to this matter. Please return the enclosed letter.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., DECEMBER 3, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

I am in receipt of yours of first instant with enclosure. The matter metioned therein will be looked into thoroughly and the facts ascertained.

Your respectfully,

DECATUR AXTELL,
Receiver and Manager.

RICHMOND, VA., DECEMBER 20, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

I have the honor to return you herewith letter of Mr. A. E. Kellam to you of November 29th, as requested in yours of the 1st instant.

Mr. Kellam's letter gave very little information, and in its main features the writer was mistaken. With all respect, I would ask if it is quite the thing to decide so positively, as you did, regarding liability on such an indefinite statement? It did not take long to ascertain that the piece of baggage was never in our possession, and was never offered to our baggage-man. We pursued the matter further, and finally, after much trouble, ascertained that it was in the Union depot, in Richmond. It has since been forwarded to the owner at Eagle Rock.

The baggage-man mentioned by the colored nurse must have been employed on some other road than ours.

Yours respectfully,

DECATUR AXTELL,
Receiver and Manager.

RICHMOND, DECEMBER 22, 1886.

DECATUR AXTELL, ESQ.:

DEAR SIR:

Yours of 20th instant, relative to Mr. Kellam's lost baggage, received, in which you ask if it is quite the thing to decide so positively as "you" (I) did regarding liability on such indefinite statement. In answer to your question, would state that a copy of my letter addressed to you upon the subject has been misplaced. As well as I remember, I suggested that if the statement in Mr. Kellam's letter was true, that then your road was liable. As to the correctness of that statement, I, of course, could know nothing. I do not think that the statements set forth in Mr. Kellam's letter are indefinite. Nor did I intend to make a positive decision that I had a statement from you.

I have never yet, nor do I propose to decide any question that may arise

between the railroads and the people till I have given the same the fullest and fairest investigation.

Will you please send me a copy of my letter to you of December 1st upon this subject?

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., DECEMBER 6, 1886.

H. G. MOFFETT, JR., ESQ., *Railroad Commissioner:*

DEAR SIR:

I am directed by the committee on commerce, of the Chamber of Commerce of this city, to ask for the following information as per enclosed memorandums.

Very respectfully,

B. A. JACOB,
Acting Secretary of Committee on Commerce.

RICHMOND, VA., DECEMBER 7, 1886.

B. D. TILLAR, ESQ.,
President Atlantic and Danville Railroad:

DEAR SIR:

The following information is desired at this office:

Tonnage received and forwarded at Claremont for year ending September 30th, 1886.

Please answer at your earliest convenience.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

No information given.

RICHMOND, DECEMBER 7, 1886.

E. B. THOMAS, ESQ.,
General Manager Richmond and Danville railroad company:

DEAR SIR:

Please furnish the information indicated in the following memoranda:

Tonnage received and forwarded at Manchester wharves for year ending September 30th, 1870.

Tonnage received and forwarded at Manchester wharves for year ending September 30th, 1886.

Tonnage received and forwarded at West Point for year ending September 30th, 1870.

Tonnage received and forwarded at West Point for year ending September 30th, 1886.

Your prompt attention is requested.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

WASHINGTON, D. C., JANUARY 5, 1887.

Mr. W. R. GAINES,

Clerk Railroad Commissioner, Richmond, Va:

DEAR SIR:

Your favor of the 1st instant has been received. Every effort possible shall be made to forward the information desired by you without delay. As you are undoubtedly aware, the accounting department of this road has just been changed, which necessarily creates unusual delay in forwarding information of this character. Every effort shall be made, however, to comply with your request.

Yours truly,

E. B. THOMAS.

WASHINGTON, D. C., JANUARY 7, 1887.

Mr. E. B. THOMAS, *General Manager:*

DEAR SIR:

Below please find tonnage figures asked for by Mr. H. G. Moffett, railroad commissioner, as far as we have them:

	Tons Forwarded.	*Tons Received.*
Rocketts, September 30, 1886	33,262	14,110
1874	8,942	30,758
West Point, September 30, 1886	94,756	95,693
Richmond, September 30, 1874	51,568	54,824

We have no figures prior to 1874, and none for West Point earlier than 1882. I give Richmond for 1874, thinking they might be of some value.

Very respectfully,

E. A. BARBER, Comptroller.

RICHMOND, DECEMBER 7, 1886.

JAMES H. YOUNG, ESQ.,

President Brighthope Railway:

DEAR SIR:

Please furnish the information indicated in the following memoranda:

Freight received and forwarded at Osborne's for year ending Sept. 30, 1870.

Freight received and forwarded at Bermuda Hundreds for year ending Sept. 30, 1886.

Your prompt attention is requested.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JANUARY 4, 1887.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Replying to your request for information in your letter of Dec. 7th, 1886, we can only approximate the tonnage of freight received at and forwarded from Osborne's in the year ending September 30, 1870. This we calculate to be about 8,000 tons. The freight received at and forwarded from Bermuda, year ending September 30, 1886, was 62,298 tons.

Very respectfully,

JAMES R. WERTH,
Superintendent and Treasurer.

RICHMOND, DECEMBER 17, 1886.

DECATUR AXTELL, ESQ.,
Receiver, &c., Richmond and Alleghany railroad:

DEAR SIR:

Please give me the following information as early as possible:

Tonnage in and out of dock for year ending September 30, 1870.

Tonnage in and out of dock for year ending September 30, 1886.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., DECEMBER 16, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Below please find the information asked for in your letter of the 7th instant:

1870.

Tonnage received in dock.....	126,805 tons.
Tonnage forwarded out of dock.....	54,320 tons.
	181,125

1886.

Tonnage received in dock.	120,255 tons.
Tonnage forwarded out of dock.....	29,920 tons.
	150,175

Yours respectfully,

DECATUR AXTELL,
Receiver and Manager.

RICHMOND, DECEMBER 6, 1886.

Gen. WMS. C. WICKHAM,
General Manager Newport News and M. V. Railroad:

DEAR SIR:

You will please furnish this office with the following information, to-wit:

Tonnage received and forwarded at Norfolk, for year ending September 30th, 1886.

Tonnage received and forwarded at your wharves at Rocketts, for year ending September 30th, 1886.

Tonnage received and forwarded at Newport News for year ending September 30th, 1886.

Tonnage received and forwarded at Richmond, for year ending September 30th, 1886.

By giving this your prompt attention, you will oblige,

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., DECEMBER 30, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond:

DEAR SIR:

I have your favor of December 6th, and now enclose you the statement you request.

I regret that I cannot give you Newport News and Norfolk separately, as you desire.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, VA., DECEMBER 30, 1886.

Gen'l W. C. WICKHAM, *Second Vice-President:*

DEAR SIR:

Below find statement requested by you for use of Mr. H. G. Moffett, railroad commissioner.

Tonnage for the twelve months ending September 30, 1886—2000 lbs. to the ton:

	Forwarded From.	*Received At.*
New York	61,388	59,898
Newport News	56,034	622,773
Richmond	26,355	253,722
Wharves at Rocketts	25,755	100,207

Yours truly,

BENJ. B. WEISIGER,
For Auditor.

RICHMOND, DECEMBER 7, 1886.

F. J. KIMBELL, ESQ.,
President Norfolk and Western railroad:

You will please caused to be furnished this office the following information, to-wit:

Tonnage received from and forwarded by sail vessels at City Point for year ending September 30, 1870.

Tonnage received from and forwarded by steamers at City Point for year ending September 30, 1870.

Tonnage received from and forwarded by sail vessels at City Point for year ending September 30, 1886.

Tonnage received from and forwarded by steamers at City Point for year ending September 30, 1886.

Please give this your prompt attention.

Very respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

PHILADELPHIA, DECEMBER 9, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Mr. Kimball has handed to me for attention, your letter of the 7th instant, requesting certain information as to the tonnage received from and forwarded by sail vessels and steamers at City Point for the year ending September 30, 1870, and for the year ending September 30, 1886.

Since September 30, 1870, there have been two reorganizations of the roads comprising the present Norfolk and Western railroad, and the statistics for the year ending September 30, 1870, are not anywhere available so far as I have been able to discover. I regret, therefore, that it will be impossible to furnish the information for that term.

The information for the year ending September 30, 1886, will be promptly com-

piled in our auditor's department at Roanoke, and forwarded to you as per instructions sent the auditor this day.

Yours truly,

WM. G. MACDOWELL, Comptroller.

ROANOKE, VA., DECEMBER 11, 1886.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

In accordance with instructions received from the comptroller, I give you below statement of tonnage handled at City Point for sail vessels and steamers during the year ending September 30, 1886:

1. Tonnage received from steamer lines	12,332,000 lbs.
2. Tonnage received from sail vessels	2,692,000
3. Tonnage delivered to steamers	24,184,000
4. Tonnage delivered to sail vessels	240,000
	39,448,000

Yours truly,

JOS. W. COXE, Auditor.

PHILADELPHIA, DECEMBER 8, 1885.

H. G. MOFFETT, JR., ESQ.:
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Your favor of 1st instant, asking for an annual report from the Norfolk Terminal company for the year ending September 30th, 1885, was received during my absence in the South, and I now give it the first attention on my return from a trip to Norfolk and Roanoke, lasting until the 6th instant. The report to you is made to conform to the following statement of facts:

First. The Norfolk Terminal company is not a railroad company pure and simple, but was incorporated partly for the purpose of supplying important terminal facilities at the growing seaport of Norfolk; which facilities, however, relate especially to the transportation of freight, and which become of vital necessity in the development of business at so important a railway terminus as Norfolk.

Second. Up to the present time, a line of railway which the Norfolk Terminal company was empowered to construct from a point on the Norfolk and Western railroad to a point in the harbor of Norfolk is its most important work of construction, and for the time being, therefore, the company's railway interests outweigh its other interests. In relation to this general subject I beg to enclose a copy of a letter which I have addressed to the auditor of public accounts in relation to the report which he has called upon me to render covering the taxable property of the Norfolk Terminal company as of February 1st, 1885.

Third. By resolution of the company's board of directors, adopted April 23d,

1885, the right to use, operate and maintain the railroad belonging to this company and all other property used in connection therewith was conveyed to the Norfolk and Western railroad company; in accordauce with which the entire operations pertaining to the company's railway and all other property used in connection therewith have been conducted by the Norfolk and Western railroad company, and all expenses and earnings relating thereto are given in the annual report made to you covering the operations of the Norfolk and Western railroad company and forwarded in the early part of the month of November.

Fourth. The report of the Norfolk Terminal company will, therefore, be principally a statement of its physical characteristics and of its capital accounts.

I have prepared and herewith submit the desired report, and trust that the same will be found in acceptable shape.

It will give me great pleasure to give prompt attention to anything further which may be needed in connection with this matter, and I shall be glad to hear from you at your convenience in relation thereto.

Yours truly,

WM. G. MACDOWELL, Comptroller.

PHILADELPHIA, DECEMBER 8, 1885.

Hon. MORTON MARYE,

Auditor Public Accounts, Richmond, Va.:

DEAR SIR:

I beg to report as follows concerning the Norfolk Terminal company, which is called upon to make a report of the estimated value of its real and personal property as of the 1st of February, 1885, under the statement of the railroad commissioner that "the Norfolk Terminal company is a railroad company, though not in operation on February 1st, 1885":

While the Norfolk Terminal company has the right to construct and operate a railway, it also possesses other rights and powers which are properly possessed by a company formed to meet the important needs which led to the incorporation of the Norfolk Terminal company. And while at the present moment its railway construction and the facilities incident thereto are such as to comprise by far the greater part of its construction account, it is important to bear in mind that this is by no means certain to continue, and that hereafter it is not at all improbable that the company's construction outlay in the direction of wharves, docks, warehouses, elevators, cotton compresses, etc., which will be needed in the gradual development of traffic, as the importance of Norfolk as a terminal railroad point and an ocean shipping point becomes more and more recognized, may be such as to dwarf its strictly railroad interests.

A company of this character has of necessity different powers and privileges from those which would be necessary to it were it strictly and only a railroad company, and the lands which it is obliged to acquire in anticipation of the carrying out of the extensive plans which for some time have been in contemplation are largely in excess of those which a railroad company pure and simple would be obliged to hold.

It is therefore evident that at some time, if not at present, it will not be proper to consider the Norfolk Terminal company as purely a railroad company, and the

argument against so considering it for the present is that the only report which it can make covering its taxable property as of February 1st, 1885, will show that the Norfolk Terminal company owns a single tract of land which is larger than a railroad company could hold for purely railroad purposes. It may be in accordance with the view of the railroad commissioner to consider that the Norfolk Terminal company is a railroad company with special permission given by the legislature to do certain things not ordinarily included in railroad operations, as wharfing, warehousing, cotton compressing, etc., in addition to building and operating certain short lines of railway. On this assumption, if acceptable, it is proper for me to report that on February 1st, 1885, the Norfolk Terminal company was the owner of 232.62 acres of land in Norfolk county above high-water mark of the Elizabeth river. At the date named the value of this land was merely that which it would command as farm land, and I think it proper, therefore, to return the property of the company as 232.62 acres of land of the estimated value of $50 per acre, or $11,631, with certain farm buildings situated thereupon of the estimated value of $7,500.

The enclosed report is made in accordance with the foregoing explanation, which I trust will be found accurate and satisfactory. The whole matter will be considered carefully before the time arrives for making the next report to you, and this company will carefully strive to make clear any matters which may now seem to be indistinct owing to the newness of its status and operations.

In the effort to get this subject in a shape which will make it clear to me, I have written a very lengthy letter, for which I claim your kind indulgence.

Yours, truly,

WM. G. MACDOWELL, Comptroller.

RICHMOND, AUGUST, 1886.

Secretary of the Board of Public Works:

SIR:

Pursuant to instructions from said Board, I visited Norfolk and herein make the following report as to the value of the Norfolk Terminal railroad company, which is operated and owned by the Norfolk and Western railroad company. The Terminal company owns in Norfolk city two large warehouses, which warehouses are located on land owned by the N. & W. R. R. Co. Said warehouses are valued by the railroad company at $25,090 82. The company also owns in Norfolk county 232.62 acres of land, valued at $50 dollars per acre—total, $11,631. Upon this 232.62 acres of land there are several farm buildings of value $7,500. Upon this land is also located a coal pier, its cost of construction being about $200,000, and has been used about two years. It is insured against fire for the sum of $80,000. No freight is handled at this point but coal. This pier is connected with the N. & W. by a line of railroad 5.3 miles long, called the Norfolk Terminal company. Said road is in good condition, of standard gauge, running through a flat country, and can be replaced at about $7,000 per mile.

Respectfully submitted,

H. G. MOFFETT,
Railroad Commissioner.

The company also owns three barges of value, as made by the railroad, $5,098 14.

SUFFOLK, VA., DECEMBER 10, 1886.

Hon. H. G. MOFFETT,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

One of my clients informs me that the Suffolk and Carolina railroad declines to haul any freight for him, on the plea that they have not the time, as the hauling of their own freight consumes all their time and rolling stock. Another client who ships a great deal of lumber over this road, in addition to the regular rate of freight, is paying them a royalty under a claim set up by the railroad company. This seems to me a violation of law, and I submit both questions to you and await your reply. If your views concur with mine, and the law sustains me in this view as I think it does, both these parties wish to pursue their remedy and abate the imposition. But I should be glad to hear from you before you notify the railroad company or take any official action in the matter, if you deem the facts stated worthy of your attention.

Awaiting your reply, I am

Very truly yours,

JOHN H. WRIGHT.

RICHMOND, DECEMBER 18, 1886.

JOHN H. WRIGHT, ESQ., *Suffolk, Va.:*

DEAR SIR:

Yours of the 10th instant, submitting two questions as to the legality of the action of the Suffolk and Carolina railroad:

First. That they refuse to haul freight, alleging that they have neither the time nor the rolling stock to handle any freight but their own.

This road by its charter is invested with all the powers conferred by the Code and general laws of this State relating to railway companies. In chapter 61, sections 16 and 17, Code of 1873, you will find if they fail to receive or to transport, or to deliver freight in a reasonable time, they are liable to a penalty.

Second. They have no right to charge any one more than their regular rate.

These questions are decided from the statements made in your letter. What light a statement from the railroad company may throw upon this matter, of course, I am unable to say, as you request me to take no official action before replying to your letter of the 10th December.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

YALE, VA., DECEMBER 13, 1886.

H. G. MOFFETT, JR., *Railroad Commissioner:*

MY DEAR SIR:

1 write to ask you to see into the classification rates on this the Atlantic and Danville railroad, running from Claremont to Bellefield, Va. Their

rates on peanuts, for instance, are 18 cents per bag from this place, and ten miles farther up the road they only charge fourteen cents a bag. I learn from reliable men that they only charge half rates on flour from Norfolk to Waverly, and everywhere else on the road double the rates. Farmers and merchants are complaining very much on the line of road. We earnestly desire your immediate attention in this matter. I will be pleased to hear from you also in regard to this.

I am, sir, yours most respectfully,

J. H. ROGERS.

RICHMOND, DECEMBER 18, 1886.

J. H. ROGERS, ESQ.,

Yale, Sussex county, Virginia:

DEAR SIR:

Yours of 13th instant received, in which you charge that the Atlantic and Danville railroad, in the shipment of peanuts, discriminates against your place, and also discriminates in favor of Waverly in shipment of flour.

You will please at your earliest convenience send to this office receipted freight bills or other evidence showing this discrimination, so that I can at once take action to correct this wrong.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

We have heard nothing more from this complaint.

RICHMOND, VA., FEBRUARY 16, 1887.

Col. H. G. MOFFETT,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Referring to your communication in regard to rates for convicts, insane persons, &c., in which you referred to act of assembly approved March 12, 1878, entitled "An act to provide for the transportation of convicts and insane persons and their guards at reduced rates."

On February 3d I wrote you, requesting you to furnish me a copy of the act. Up to the present time I have not received it.

Yours truly,

SOL. HAAS,
Traffic Manager.

RICHMOND, FEBRUARY 17, 1887.

Hon. SOL. HAAS, *Traffic Manager, &c.:*

DEAR SIR:

Yours of this date to hand, requesting me to furnish you with a copy of the act providing for the transportation of convicts and insane persons

and their guards at reduced rates. I have no acts printed separate and apart from the Acts of the General Assembly. I therefore refer you to the Acts of 1877–78, page 215; also to Acts of 1878–79, page 367.

Hoping this will be satisfactory, I am,

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, JANUARY 3, 1887.

Gen. W. C. WICKHAM, *Richmond, Va.:*

DEAR SIR:

Upon an inspection of your freight classification and estimated weights, I find that you estimate one horse, mule, or horned animal at 2,000 lbs., and place the same as first class. This appears to me too high, as I stated to you in our conversation this morning. For example—a cow shipped from Gordonsville to Richmond, a distance of 76 miles, at the above estimated weight, your charges are 40 cents per 100 pounds, or $8 for the shipment, which is often more than a third the value of the animal. Would be glad if you would give this your immediate attention,

Yours, &c.,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JANUARY 5, 1887.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

Replying to your letter of January 3d, in regard to rate upon cattle, I enclose you a letter addressed to me by E. D. Hotchkiss, general freight agent of this company, which will show you the modifications which I have caused to be made in the classification of cattle. I hope this will be satisfactory.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, VA., JANUARY 4, 1887.

Gen'l W. C. WICKHAM, *Second Vice-President:*

DEAR SIR:

Referring to the matter of modification of our local classification on live stock. The classification for cattle is as follows:

Horned animals—	1	2,000 pounds.
	2	3,500
	3	5,000

Each additional animal 1,000 pounds until price of a car-load is reached. As per your instructions, I will issue circular modifying these estimated weights to read as follows:

One cow estimated weight	1,000 pounds.
Two cows estimated weight	2,000
Three cows estimated weight	3,000

Each additional cow 1,000 pounds. Other horned animals as follows:

One animal	1,500 pounds.
Two animals	3,000
Three animals	4,500

Each additional animal 1,200. This is of course to be the rule until the minimum car-load weight is reached. This, I think, will enable us to get single shipments without the complaint of shippers of excessive estimated weight on single animals.

Yours truly,

E. D. HOTCHKISS,
General Freight Agent.

RICHMOND, VA., FEBRUARY 4, 1887.

Mr. MOFFETT, *Railroad Commissioner:*

The Chesapeake and Ohio railroad made rates on ties at 3½ cents 100 pounds, 12 miles, but refuse to take our white oak ties. Can they be compelled to take white oaks also? They say they want the white oaks, and therefore will not freight them, but compel us to sell at their price. Will you give me a reply to this by the morning?

Oblige yours, &c.,

J. L. SLAUGHTER.

RICHMOND, VA., FEBRUARY 4, 1887.

Mr. H. G. MOFFETT,
Railroad Commissioner of Virginia:

DEAR SIR:

In response to your inquiry made me this morning in connection with letter from Mr. J. L. Slaughter. You understand of course that the company is ready to buy all the ties that can be gotten on their line. It is not desirable to us to allow parties to take white oak ties off the line, but as the general freight agent has made Mr. Slaughter a rate of three and a half cents, I will withdraw the condition of his selling us all the white oak ties that we may want that he is getting upon the line of our road.

The company up to this time has published no rate upon ties, because they did not deem that it was proper to publish a rate on ties, as they did not want to haul them. I will issue a rate to take effect after the 1st of March. In the meantime,

of course, your correspondent is at liberty to ship ties, and his rate will be protected on all ties loaded on the cars anterior to that date.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, FEBRUARY 4, 1887.

F. L. SLAUGHTER, ESQ.,
Richmond, Virginia:

DEAR SIR:

Yours of to-day to hand, in which you complain that the Newport News and Mississippi Valley railroad refuse to ship white oak ties at the rate of three and one-half cents per hundred. I at once went with your complaint to General Wickham, who informed me that the white oak ties could be shipped at the rate of three and one-half cents per hundred for the distance named in your letter of complaint, up to the 1st day of March; but deeming his tariff too low, after that time he proposed to change it. In the meantime, you can ship all ties at the rate of three and one-half cents per hundred for the distance of twelve miles.

Respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, JANUARY 7, 1887.

Gen'l WMS. C. WICKHAM,
Vice-President Chesapeake and Ohio railroad company:

DEAR SIR:

In order that I may know what reduction, if any, has been made in your local freight tariff, I would be obliged if you would furnish me with a comparative statement of your local tariff as far back as you can—say from 1866 to the present time.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JANUARY 7, 1887.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

I have your letter of this date, in which you request me to furnish you with a comparative statement of our local freight tariffs as far back as we can go, say from 1866 to the present time.

In compliance therewith, I send you two tables, one for a distance of 97 miles, and the other for a distance of 193 miles.

I took those two as calculated to show about fairly what the reduction had been. You will find that it has been quite considerable, and has been steadily decreasing since 1866.

I shall always very cheerfully give you any information which you may desire to have.

Yours truly,

W. C. WICKHAM,
Second Vice-President.

RICHMOND, JANUARY 20, 1887.

Capt. BOOKE, *Richmond, Va.:*

DEAR SIR:

Upon investigation I find that there has been no report made by the officers of the Pittsylvania and Franklin railroad company.

Richmond and Danville system controls this road. I do not know whether the Virginia Midland road includes the mileage and tonnage of this road in their annual report to me or not. Even if it does, it is very necessary that every road in this State having a separate organization, whether controled by another road or not, should make as full report to this office as possible.

Trusting from the conversation I had with you this morning that you will call the attention of Mr. E. B. Thomas to this matter at once,

I am yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

P. S.—You are aware that the law requires these reports to be in this office by the 15th day of November, 1886.

H. G. M.

WASHINGTON, D. C., JANUARY 22, 1887.

Col. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

Your favor of the 20th instant to Mr. Brooke, Secretary, has been referred to me.

I will have the reports referred to made up and forwarded to you at once.

Regretting that the reports were not properly made up in the first instance,

I am, yours very truly,

E. B. THOMAS.

PHILADELPHIA, FEBRUARY 7, 1887.

Mr. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

The proposed form of contract between the Alexandria and Fredericksburg railway company and the state of Virginia, in reference to the transpor-

tation of convicts, insane, and other persons traveling to and from the penitentiary and asylums of Virginia, has been received.

We have conferred with the several transportation officers in regard to the same, and in reply we beg to say that we have no contracts of this character, and are quite unwilling to enter into any. If arrangements are desired from time to time for the transportation of insane and convicts, our passenger department will be pleased to consider the matter in the usual way.

Yours truly,

J. N. Du BARRY,
JNO. P. GREEN,
Trustees A. and F. Railway.

RICHMOND, FEBRUARY 8, 1887.

J. N. DuBARRY, ESQ., *Philadelphia, Pa.:*

DEAR SIR:

Yours of 7th February, relating to contracts for the transportation of convicts, guards, &c., received, in which you state you have no contracts of this character, and if such arrangements are desired, that your passenger department will be pleased to consider the matter in the usual way. I beg leave to state that the contract proposed is the usual way, as it has been adopted since 1877. By this contract a great deal of trouble is saved. The railroads know what they get per mile; the State knows what she pays. It is almost impossible to make special arrangements for this class of travel, except by mileage contract. As evidence this has been the rule in this State for some time, I have upon file in my office a contract similar to the one I sent you, executed by the agent of your road on the 20th day of April, 1878. If you can suggest any contract or arrangement better than the one I submit to you, would be glad to hear from you.

Please let me hear from you at your earliest convenience.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

PHILADELPHIA, FEBRUARY 12, 1887.

Mr. H. G. MOFFETT, *Railroad Commissioner,*
Richmond, Va.:

DEAR SIR:

Yours of the 8th instant to hand. Under the inter-State commerce bill, we cannot make such a contract as you indicate, even if we thought it wise to do so. The suggestion that I would make, is to pay the current rates in use from time to time. Our road is but twenty-seven miles from Alexandria to Quantico, and at no time would the service amount to any large number.

Yours truly,

J. N. DuBARRY, of Trustees.

RICHMOND, JANUARY 27, 1887.

D. B. TILLAR, ESQ.,
President of Atlantic and Danville railroad;

DEAR SIR:

Please send to me at once a copy of your latest freight tariff sheet. I wrote you some time since that I would be compelled to report your road to the board of public works for not making your annual report to this office. It should have been made by the 15th November, 1886. I can wait but a few days longer.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, JANUARY 21, 1887.

H. E. FULLER, ESQ., *Woodbine, Ky.:*

DEAR SIR:

As per request of yours of 24th of December, I enclose you a map of Virginia, but it does not show all the chartered railroads in the State, nor is there, so far as I know, such a map in existence.

The map I enclose you has all the railroads operated in the State, except the Suffolk and Carolina, which is a narrow-gauge road, running from Suffolk, Nansemond county, Va., to a point in Gates county, N. C.

Yours respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, JANUARY 31, 1887.

Messrs. E. E. JACKSON & Co., *Salisbury, Md.:*

DEAR SIRS:

Yours of 28th, concerning report of the Suffolk Lumber railroad company, received. By to-day's mail I send you a copy of my report for 1885, which shows what report your road made for the years 1884 and 1885. These blank forms were sent to you last September, and, as I said before, your report should have been made by the 15th of November. I think it can hardly be expected of me to wait much longer for the same, as I have already been as indulgent as the case would admit of.

Yours very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, OCTOBER 1, 1886.

Capt. THOMPSON,
Agent Virginia Midland railroad, Culpeper, Va.:

DEAR SIR:

The enclosed freight bill does not comply with the act approved April 7, 1879.

I herewith send you a copy of said act, and earnestly request that in future in all cases its provisions be complied with. You will please correct the enclosed freight bill and return the same to this office.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., DECEMBER 18, 1886.

Gen'l WMS. C. WICKHAM,
Vice-President of C. and O. Railroad:

DEAR SIR:

The report of the Chesapeake and Ohio railway for the year ending September 30, 1886, received. I beg to suggest that the table of accidents as reported by you be so amended as to give the date of each accident; the place where it occurred; the train; the cause and extent of injury inflicted upon each person and the name such person.

In asking for this information, I respectfully call your attention to sections 9 and 10, page 256, Acts 1876–7.

Very truly yours,

H. G. MOFFETT,
Railroad Commissioner.

NOTE.—Report amended as requested.

HILLSVILLE, MAY 24, 1886.

H. G. MOFFETT, ESQ., *Railrodd Commissioner:*

MY DEAR SIR:

My friends, Mitchell Bros., merchants at Fancy Gap, Carroll county, Va., complain of unjust freights charged them by the Norfolk and Western Railroad Company. As examples of their grievances, I enclose you two bills of freight on goods from Bristol to Max Meadows. One bill shows 595 pounds of freight carried for the sum of $3 23; the other bill shows 250 pounds of freight carried over the same road between the same points at a cost of $3 53. A glance at the bills will show that the goods charged for are nearly of the same class; yet in one case it cost $3 23 to carry 595 pounds of freight, while in the other it cost a larger sum to carry less than half the amount of freight.

I cannot see by what kind of arithmetic the amount of charges are arrived at

in either bill. It seems to me also that the rates charged, even if they are properly carried out, are exorbitant.

I send you these two bills merely as examples of what the parties complain of, hoping that it will receive your attention, and that a just and proper schedule of rates may be established on the road for the freight-payers of my county, nearly all of whom complain of heavy and irregular charges.

Very respectfully,

D. W. BOLEN.

RICHMOND, JUNE 9, 1886.

CHAS. G. EDDY,

Vice-President of Norfolk and Western railroad:

DEAR SIR:

Enclosed find two freight bills, which are evidently susceptible of an explanation. How your agent could make such mistakes can only be attributable to carelessness.

No. 4272.	Weight.	Class.	Rate.	Cents.
	70	3	35	24
	10	3½	44	13
	25	2	42	11
	40	2	42	17
	45	1	44	20
	15	1	44	7
	10	1	44	5
	35	1	44	16
				113

Instead of extending the true sum of $1 13, your agent has extended it $3 53. A similar error occurs in freight bill 4271, where he extends the total at $3 23, when it should be $2 39. The overcharges amount to $3 24, which I have no doubt you will see refunded, and also cause your agent to be more careful.

Please return enclosed.

Very respectfully,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JUNE 23, 1886.

Hon. D. W. BOLEN, *Hillsville, Va.:*

DEAR SIR:

The complaint of Mitchell Bros. against the Norfolk and Western railroad referred to me by you has received my attention. The officials of the road claim it was an error; that, instead of the charge of $10 20, it should have been $4 90. The agent at Max Meadows will refund the overcharge ($5 80) to Mitchell Bros I trust this will be satisfactory.

I am, yours truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, VA., JUNE 23, 1886.

Messrs. MITCHELL BROS., *Max Meadows, Va.:*

SIRS:

Enclosed find freight bills of the Norfolk and Western railroad, referred to me by the Hon. D. W. Bolen. You will present the same to the agent at Max Meadows, who will refund the overcharge, $5 80.

The officials of the Norfolk and Western railroad claim that the overcharge is in consequence of an error made by their agent at Max Meadows.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

GREENWOOD DEPOT, VA., NOVEMBER 24, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

On the 6th instant we shipped a bale of trees addressed to our agent at Concord, Norfolk and Western railroad. They were delivered by the agent of the Virginia Midland road to the Norfolk and Western agent at Lynchburg on the 8th. On the 12th *our* agent went to Lynchburg to see why the trees were not forwarded by the Norfolk and Western road. Their agent claimed that they *had* forwarded, then, afterwards, admitted that they *had not*, but promised that he would do so at once. Our agent then returned to Concord the second time to deliver the trees to parties who had ordered them, and who has been a second time notified to come for their trees (they having been disappointed the *first time* by the failure of the Norfolk and Western road to forward the stock promptly). The trees again failed to come, and consequently our customers were compelled to return home without them. Having traveled many miles in each instance and been *twice* disappointed, they declined to come again, and the stock is a *total loss* to us. We wrote (through our representative) to the general freight agent of the Norfolk and Western road, asking to be reimbursed for our loss, but he has, so far, ignored our claim.

We do not know whether or not you have any jurisdiction in such matters, but make the above statement to you, hoping you may be able to suggest or advise the best mode of procedure for us to recover from the company. There is no doubt of gross negligence upon the part of the agent at Lynchburg, and we have suffered not only the actual value of the stock lost in this case, but our reputation has suffered in the estimation of our customers, to whom we had promised the delivery of the stock upon a certain date, which we were unable to perform, owing to the undue detention by the railroad company at Lynchburg.

An early reply will greatly oblige,

Very respectfully yours,

BUCK, WALLACE & WALTERS.

RICHMOND, NOVEMBER 25, 1886.

CHAS. G. EDDY, ESQ.,
Vice-President Norfolk and Western railroad:

DEAR SIR:

Your attention is called to the enclosed complaint of Messrs. Buck, Wallace & Walters. Please investigate and explain, and return the enclosed letter.

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

ROANOKE, 1887.

H. G. MOFFETT, JR.,
Railroad Commissioner, Virginia:

DEAR SIR:

Answering your favor of the 25th ult., I return all papers in complaint of Messrs. Buck, Wallace & Walters. Please note the papers from our agent, attached with documentary proof, that the delay charged did not occur with us. There was a little delay on account of blockade of freight, which was unavoidable. I trust the documents will explain the matter fully to your satisfaction, as well as to the shippers.

Yours truly,

CHAS. G. EDDY,
Vice-President.

LYNCHBURG, VA., DECEMBER 1, 1886.

CHAS. G. EDDY, ESQ.,
Vice-President, Roanoke, Va:

DEAR SIR:

Replying to yours of the 29th November, relative to complaint lodged by Messrs. Buck, Wallace & Walter, of Greenwood Depot, Va., I beg to say these gentlemen are very much mistaken in their statement which you will see is not established by the facts. You will note they say that the trees were delivered us by the Virginia Midland on the 8th. They did not leave Charlottesville, as shown by copy of Virginia Midland billing, until 9th. The Virginia Midland were ready to deliver them on the 10th, but owing to the crowded state of the yard, no transfer was made until the 11th. The trees were billed out from here, and should have left here on train No. 8, on the 12th, but owing to a slight blockade did not leave until the 13th, on train No. 8. As to the visit of his agent to me, I do not know of any such visit, and so far I have been unable to find any one here that did. I think the whole story is gotten up without cause, certainly so far as this station is concerned. We always do our best to get all freight off just as quick as it is possible. If there is any other information that I can give that you may desire, I shall be glad to furnish it.

Respectfully yours,

J. L. BECK, Agent.

RICHMOND, DECEMBER 9, 1886.

Messrs. BUCK, WALLACE & WALTERS,
Greenwood Depot, Va:

DEAR SIRS:

Your complaint of November 24th ultimo, relative to delay in the delivery of trees shipped by your firm, was promptly forwarded to the vice-president of that road, with the request that he investigate the same. I herewith enclose you the correspondence.

There seems to be a question of fact to be decided between your agent and the agent of the Norfolk and Western railroad at Lynchburg, as you will see from the enclosed correspondence. By the billing of the Virginia Midland and Norfolk and Western enclosed to me, I find that the Virginia Midland received your trees at Charlottesville, November 9th; that the N. & W. received them at Lynchburg, November 11th. For farther explanation see letter of N. & W. agent, at Lynchburg, to Charles G. Eddy, Esq. I would send you the manifests of the roads, but upon a partial examination believe that the Virginia Midland road has made an over charge upon your shipment from Charlottesville to Lynchburg. I will make an investigation upon this point, and will shortly advise you of the result. In the mean time any further communication concerning your complaint of the 24th ultimo will receive prompt attention.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

P. S.—Enclosed find copies of billing of the N. & W. and Va. Mid. roads.

GREENWOOD DEPOT, VA., DECEMBER 11, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

We are in receipt of your favor of ——, with copy of correspondence relative to our claim *vs.* the N. & W. R. R., and must confess we are surprised at the absolute denial of their agent, at Lynchburg, of any knowledge of Mr. Piper's having seen him in regard to the detention of the bale of trees for Concord. Our agent, Mr. Piper, is absent at this time, but as soon as possible we will send you his affidavit, and will also endeavor to get that of the V. M. R. R. agent, at Lynchburg, on the same subject.

Our former statement of the case to you was based on information derived from Mr. Piper himself, upon his return from Lynchburg.

We believe we can establish the truth and justice of our claim, and thank you for the information and steps you have already taken.

Very respectfully yours,

BUCK, WALLACE & WALTERS.

RICHMOND, DECEMBER 9, 1886.

J. H. DRAKE, ESQ.,

General Freight Agent Richmond and Danville railroad:

DEAR SIR:

From the enclosed billing you will find that on November 9th there was shipped from Charlottesville to Lynchburg, to W. D. Piper, one bale of trees, weight 200 pounds. You will find that the trees are put at first class, and the rate forty-three cents.

Upon referring to the associated railways classification of Virginia, &c., I found that trees baled are shipped as second class, and there is no mention of a change in this classification in your exception sheet.

In your local freight tariff from Charlottesville to Lynchburg even on first class, the rate is forty-one cents, not forty-three cents as per enclosure; and if placed in the second class the rate will be thirty-four cents.

Will you please explain this at your earliest convenience.

Respectfully,

H. G. MOFFETT,
Railroad Commissioner.

WASHINGTON, D. C., DECEMBER 10, 1886.

Col. H. G. MOFFETT, *Railroad Commissioner:*

DEAR SIR:

Your letter, December 9th, enclosing way-bill for one bale of trees for W. D. Piper, Concord, Va.

I will investigate this matter at once, and advise you as soon as possible.

Yours truly,

J. H. DRAKE,
General Freight Agent.

ALEXANDRIA, VA., DECEMBER 31, 1886.

H. G. MOFFETT, ESQ.,

Railroad Commissioner, Richmond, Va.:

DEAR SIR:

Referring to your favor of the 9th to Mr. J. H. Drake, general freight agent, in regard to the charge made by this company (Charlottesville to Lynchburg), November 9th, on one bale of trees, weight 200 pounds, from Greenwood Station, on the Chesapeake and Ohio railway, to Mr. W. D. Piper, Concord, Va., we find that the billing clerk at Charlottesville in error charged 43 cents per 100 pounds on this consignment, while he should have charged 34 cents per 100 pounds.

We have had our charges—Charlottesville to Lynchburg—corrected to 68 cents, and the difference of 18 cents refunded, December 22d, by our Lynchburg agent to the Norfolk and Western Lynchburg agent to be refunded to Mr. Piper through the agent at Concord.

Regretting the error,

Yours truly,

J. S. B. THOMPSON,
Assistant General Freight Agent.

RICHMOND, JANUARY 3, 1887.

Messrs. BUCK, WALLACE & WALTERS,
Greenwood Depot, Va.:

DEAR SIRS:

In my letter to you of December 9th, 1886, I advised you upon an inspection of the papers submitted to me, that there was an overcharge made by the Virginia Midland upon your shipment of trees. The charge should have been 34 cents per 100 pounds; not 43 cents. I received this date a letter from the assistant general freight agent, in which he informs me that the error has been corrected, and the difference ordered to be refunded. Inclosed find copy of his letter.

Very respectfully yours,

H. G. MOFFETT,
Railroad Commissioner.

GREENWOOD DEPOT, VA., JANUARY 4, 1886.

H. G. MOFFETT, ESQ., *Railroad Commissioner:*

DEAR SIR:

Your favor of 3d instant to hand, and we have again to thank you for your vigilance and attention shown in this and other instances. As requested, we return the letter sent for our perusal. Since writing you last, we have gotten Mr. Piper's affidavit as to his transaction with the Norfolk and Western agent at Lynchburg; also, bill of lading of agent at Greenwood, showing that the bale of trees was shipped from this point on November 6th, *and not* on the 8*th*, as claimed by Mr. Beck, as shown by *his copy* of way-bill sent you, and which we return for your inspection. You will observe that Mr. Beck, the Norfolk and Western agent at Lynchburg, claims that the trees were forwarded to Concord on the 13th of November, but Mr. Piper's affidavit shows that he was there on the 13th, *and again* on the 15th, and they still had not come. Unless you can induce the Norfolk and Western authorities to make good our loss, we shall proceed against them in the courts. You will therefore please preserve for us the documents which we send you herein.

Awaiting a reply at your earliest convenience,

We are very respectfully yours,

BUCK, WALLACE & WALTERS.

GREENWOOD, VA., DECEMBER 20, 1886.

Messrs. BUCK, WALLACE & WALTERS:

GENTLEMEN:

On my way to Campbell county, Va., to deliver stock sold there by me, I stopped at Charlottesville, November 8th, and found at the Union depot one bale of trees, directed to me at Concord, Norfolk and Western railway. I

went to Concord both on the 12th and 13th, and could find no trees. On the 15th I went to Lynchburg and inquired for the agent at the Norfolk and Western railway. I was directed to the office, and went there and made my complaint regarding the delay of my trees. The agent or clerk first claimed that the trees had been shipped, but on finding I was just from Concord, promised to send them that day. I then returned to Concord, and found on inquiry of the agent that the trees had not arrived, nor was there a train by which they could arrive that day. I at once notified the general freight agent of the delay. These trees should have reached Concord not later than the 12th. On the 13th, my customers all came for their trees. As they had not been received, I made arrangements with them to deliver the 15th. But, as stated above, the trees again failed to arrive, and consequently I was unable to make the delivery at all, the customers having been twice disappointed.

Very truly yours, &c.,

W. D. PIPER.

Sworn to before me this the 22d day of December, 1886.

W. L. WALLACE,
Notary Public.

RICHMOND, JANUARY 6, 1887.

Messrs. BUCK, WALLACE & WALTERS,
Greenwood Depot, Va.:

DEAR SIRS:

Your letter of January 4th, concerning the delay in shipment of trees, and the affidavit of Mr. Piper, received. I have this date written to Charles G. Eddy, vice-president of the Norfolk and Western railroad, concerning the same. Enclosed please find the papers sent me.

Hoping this matter may soon be adjusted,

I am yours truly,

H. G. MOFFETT,
Railroad Commissioner.

RICHMOND, JANUARY 6, 1887.

CHAS. G. EDDY, ESQ.,
President Norfolk and Western Railroad:

DEAR SIR:

Enclosed please find a sworn statement of W. D. Piper, in reference to the Buck, Wallace & Walters complaint. The receipt of the Newport News and Mississippi Valley agent shows that the trees were loaded at Greenwood Depot, November 6th, 1886. They were received by the Virginia Midland railway company November 8th, and were billed to Lynchburg November 9th.

A copy of your way-bill sent me shows that the trees were in the hands of your company November 12th. Your agent at Lynchburg, in his letter to you of Dec.

1st, states that the transfer was made from the Virginia Midland railroad company on the 11th; that they were billed out from Lynchburg, and should have left on the train No. 8 on the 12th, but owing to a slight blockade, they did not leave until the 13th, showing that they were in the hands of your company two days, in Lynchburg, which is accounted for by the blockade, which I know is often unavoidable. If the trees left Lynchburg on the 13th, they should have arrived at Concord on the same day; yet, by the statement of Mr. Piper, they had not arrived on the 15th. Please explain this delay between Lynchburg and Concord.

Enclosed please find copy of letter from Messrs. Buck, Wallace & Walters.

Hoping to hear from you as early as possible,

I am, yours truly,

H. G. MOFFETT,
Railroad Commissioner.

ROANOKE, VA., JANUARY 7, 1887.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I have your favor of the 6th instant, with correspondence in relation to complaint of Buck, Wallace & Walters.

Please return to me all correspondence sent to you with my letter of December 6, 1886, and I will have further investigation made in this matter.

Yours, truly,

CHARLES G. EDDY,
Vice-President.

RICHMOND, JANUARY 10, 1887.

CHAS. G. EDDY, ESQ.,
Vice-President Norfolk and Western Railroad company:

DEAR SIR:

Please find correspondence requested in yours of 7th inst.

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

Would be obliged if you will return the enclosed.

ROANOKE, VA., FEBRUARY 18, 1887.

H. G. MOFFETT, ESQ.,
Railroad Commissioner, Richmond, Va.:

DEAR SIR:

I acknowledge your favor of the 17th inst. We have been investigating the matter of delay to trees. There seems to have been some gross mis-

understanding on the part of some our employees, but I have not as yet been able to locate the same definitely. While the delay to these trees was nothing like what is claimed by Buck, Wallace & Walters, yet there was some delay which I am very anxious to have cleared up, and when this is done, I will send you all papers.

Yours truly,

JOSEPH H. SANDS,
General Manager.

RICHMOND, FEBRUARY 1, 1887.

CHAS. G. EDDY, ESQ., *Roanoke, Va.:*

DEAR SIR:

I wrote you January 6th concerning the complaint of Buck, Wallace & Walters as to the delay in shipment of trees on your road. Received yours of January 7th, asking for correspondence sent me by you December 6th, 1886, and forwarded the same January 10th, 1887, to which I have had no reply.

Please give me the result of your investigation.

Yours truly,

H. G. MOFFETT,
Railroad Commissioner.

GREENWOOD DEPOT, VA., JANUARY 12, 1887.

H. G. MOFFETT, ESQ.,
Railroad Commissioner:

DEAR SIR:

Herewith we hand you papers in reference to our claim vs. the Norfolk and Western railroad, which explain themselves. You will observe that the agent at Concord admits that the bale of trees were received from *Norfolk on Dec. 6th*, one month after date of shipment. As it was perishable stock, it was, of course, utterly worthless. Please advise us whether or not it will be necessary for us to take *legal* steps to recover, or shall we leave the matter in your hands entirely. We suppose your jurisdiction extends to cases of this kind, and are willing that the further management of the affair be left to you, provided you have authority to deal with them thus. We have fully established our claim of gross negligence upon the part of the Norfolk and Western Company, and consequent damage to us. Awaiting a reply at your earliest convenience, we are,

Very respectfully yours,

BUCK, WALLACE & WALTERS.

Please retain the papers, in case we should need them.

In this complaint I think it has been shown that there was some negligence upon the part of some employees of the Norfolk and Western Railroad Company, and I anticipate no trouble in adjusting the loss sustained by Messrs. Buck, Wallace & Walters. The mistake made by the Virginia Midland in the shipment from Charlottesville to Lynchburg, as will be seen from the correspondence, has been adjusted.

EXPENSES OF OFFICE.

The following shows the disbursements of this office during the fiscal year ending September 30, 1886:

1885.			
Oct.	1.	Expended in examining roads, &c	$15 00
	1.	Paid Baughman Brothers for printing 1,500 copies railroad laws for departments	38 95
	2.	F. D. Hill & Co., rent	26 00
	3.	Janitor	3 00
	16.	For stamps, expressage, &c	25 00
	30.	Jos. B. Lacy, for coal	7 35
	31.	Janitor	3 00
Dec.	23.	W. J. Anderson for stove and pipe	12 50
	23.	Janitor	3 00
1886.			
Jan.	4.	F. D. Hill & Co., rent	39 00
	11.	Thos. Banks	3 00
	29.	For examining bridges on Norfolk and Western railroad	75 00
Feb.	2.	J. B. Lacy, coal	6 25
	4.	Janitor	4 50
	6.	J. E. Goode, stationery and printing	*12 25
	24.	C. N. Williams, for printing	68 82
March	2.	Janitor	3 00
April	1.	J. B. Lacy, coal	3 50
	2.	Janitor	3 00
	7.	F. D. Hill & Co., rent	39 00
	16.	J. E. Goode, printing	4 00
	19.	Expended in examining road, depots, &c	20 00
May	5.	Paid Janitor	3 00
	18.	West, Johnson & Co., books, stationery, &c	7 65
June	5.	Janitor	3 00
	4.	Edward Thompson for 21 and 22 vols. Reports of American and English Railroad Cases	9 00
	23.	For McNutty's Atlas of the World	20 00
July	2.	Janitor	3 00
	2.	F. D. Hill & Co., rent	39 00
	21.	Stamps, expressage, and postage	20 00
	31.	Janitor	3 00
Sept.	7.	Janitor	3 00
	7.	Expert examining bridges	30 00
	24.	Examining roads, depots, &c	50 00
	30.	West, Johnson & Co., books, stationery, &c	19 05
			$624 82

*This amount was for work done for my predecessor and left unpaid by him.

SUMMARY.

STATISTICS.

Gross earnings for this year	$14,742,387 39
Net earnings for this year	5,404,898 03
Net earnings for last year	4,821,064 65
Increase in net earnings	$583,833 38
Length of track laid within State—main line	2,473.94
Length of track laid within State—branches	344.15
Total laid this year	2,818.09
Total laid last year	2,706.42
Increase	111.67

This seeming increase is in part attributable to the fact that several railroads did not report last year; therefore their mileage was left out. This year all the railroads in Virginia have made a report.

ACCIDENTS.

Total number of passengers killed	3
Total number of passengers injured	11
Total number of operators killed	44
Total number of operators injured	377
Total number of others killed	39
Total number of others injured	61
Total number of killed and injured this year	535
Total number of killed and injured last year	404
Increase in killed and injured	131

STATISTICAL TABLES.

CHARACTERISTICS.

RAILROADS.	Length of road main line between terminl.	Length of road laid.	Length of double track laid.	Length of branches laid.	Gauge—in feet and inches.	Length of main line in Virginia.	Weight of rails per yard on main track.	No. of engine-houses and shops.	No. of engines.	No. of first-class passenger cars.	No. of second-class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars.	Total cost of road and equipment.
Alexandria and Fredericksburg	47.37	28.77	.....	.....	4-9	28.77	56, 60	1	4	7	.....	2	21	$2,165,247 06
Alexandria and Washington	4.96	4.96	3.83	1.07	4-9	4.96	60	.....	.....	.....	.....	.....	.....	300,000 00
Atlantic and Danville	165	55	.....	.....	3	55	30, 40	4	4	2	4	1	97	
Brighthope	32.75	32.75	.....	5.70	3	32.75	35	2	4	1	1	.....	.....	310,033 81
Buckingham*	.....	4	.....	.....	4	4								
Charlottesville and Rapidan†	28.2	28.2	.....	.....	4-8½	28.2	50	.....	.....	.....	.....	.....	.....	650,000 00
Danville and New River	75	75	.....	.....	3	75	35	1	5	3	1	1	55	682,047 89
Franklin and Pittsylvania†	30	30	.....	.....	3	30								
Meherrin Valley	16.7	17.7	.....	3	4-8½	16.7	40, 35	1	2	.....	.....	.....	1	105,000 00
Milton and Sutherlin	6.75	6.75	.....	.....	3	6.75	25	.....	1	.....	1	.....	4	
Newport News and Mississippi Valley Company	495.10	495.10	.....	13.79	4-8½	304.96	50, 56, 60	.....	167	35	16	24	6,592	
New York, Philadelphia and Norfolk‡	95	95	.....	16.7	4-9	59	60	2	7	3	.....	1	.....	4,562,375 00
Norfolk and Ocean View	8½	8½	.....	.....	3-6	8.5	30	.....	2	5	.....	1	5	51,826 18
Norfolk and Virginia Beach	17.8	17.8	.....	.....	3	17.8	30	3	4	13	1	1	13	359,327 46
Norfolk and Western	408.38	408.38	.....	122.8	4-9	408.38	60, 67, 56	6	108	38	21	19	4.229	
Norfolk and Southern	22.129	22.129	.....	2.18	4-8½	22.129	45, 50, 56	.....	7	4	2	2	180	1,177,057 62
Norfolk Terminal Company‖	5.3	5.3	.....	.....	4-9	5.3	56	.....	.....	.....	.....	.....	.....	361,745 19
Petersburg	63	59	6.38	.....	4-8½	51.9	56	3	10	2	.....	3	121	1,178,765 93
Piedmont§	.....	.....	.....	.....	4-9	6.5								
Potomac¶	1.07	1.07	.....	.....	.....	1.07	53	.....	.....	.....	.....	.....	.....	80,851 61
Potomac, Fredericksburg and Piedmont†	154	38	.....	.....	3	38	64, 56, 45, 40, 30	1	2	1	.....	1	37	980,665 02
Richmond and Alleghany	230.25	230.25	.....	1.31 20.36	4-9	230.25	56	.....	19	19	.....	10	809	7,544,606 00
Richmond and Danville	140.6	140.6	.....	14.5	4-9	140.6	60	2	81	16	7	16	1,828	
Richmond and Mecklenburg	31.58	31.58	.....	.....	.....	31.58	40	.....	1	1	.....	.....	12	
Richmond and Petersburg	22.5	22.5	2.5	.....	4-8½	22½	56	1	7	5	3	3	60	1,363,848 34

CHARACTERISTICS—CONTINUED.

RAILROADS.	Length of road main line between termini.	Length of road laid.	Length of double track laid.	Length of branches laid.	Gauge—in feet and inches.	Length of main line in Virginia.	Weight of rails per yard on main track.	No. of engine-houses and shops.	No. of engines.	No. of first-class passenger cars.	No. of second-class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars.	Total cost of road and equipment.
Richmond, Fredericksburg and Potomac	80	80	8		4-8½	80	50, 56	7	16	12	3	9	108	$304,442 79
Richmond, Fred. and Pot. and R. and P. Con. Co. *c*	1.25	1.25			4-8½	1.25	56							139,977 32
Richmond, York River and Chesapeake	38.3	38.3			4-9	38 3	50, 56	2	5		5	1	61	
Seaboard and Roanoke	79	79			4-8½	59.5	50	2	24	6	8	4	393	2,301,343 28
Shenandoah Valley	238.11	238.11		17.24	4-9	203.8	50, 56	2	41	22		8	819	12,579,2[illegible]0 00
Strasburg and Harrisonburg *a*	51	51			4-9	51	60, 64							
Suffolk and Carolina	40	26		5	3-6	26	30	2	2	1	2	36		
Suffolk Lumber	15				3-6	15	30	1	6		1		63	
Valley *a*	113	62			4-8½	62	64							3,253,719 50
Virginia Midland	233	233		120.5	4-8½	233	50 to 60½	2	56	10	15	20	833	16,575,405 18
Washington, Ohio and Western	325	50.2			4-8½	50.2	56		5	6	14	4	121	
Winchester and Potomac						9								
Winchester and Strasburg *a*	19	19			4-8½	19	64							
				344.15		2,478.94								

*Operated by the Richmond and Alleghany. †Operated by Virginia Midland. ‡Has in use 152 freight cars owned by the Pennsylvania Car Trust, also 3 locomotives owned by Bwynham, Parry, Williams & Company. ‖Uses rolling stock of Norfolk and Western. *a* Uses rolling stock of Baltimore and Ohio. *b* Uses rolling stock of Richmond and Danville. *c* Operated by Richmond, Fredericksburg and Potomac.

NOTE—No double track reported.

STOCKS.

RAILROADS.	Amount capital stock as by charter.	Amount capital stock subscribed by the state.	Amount capital stock subscribed by others than the state.	Amount capital stock now paid in by the state.	Amount capital stock now paid in by others than the state.	Total amount capital stock now actually subscribed.	Total amount capital stock now actually paid in.	Further subscription to the capital stock on the part of the state contingently authorized by the legislature.
Alexandria and Fredericksburg	$2,000,000 00	.....	$1,000,000 00	.....	$1,000,000 00	$1,000,000 00	$1,000,000 00	
Alexandria and Washington	300,000 00	.....	300,000 00	.....	300,000 00	300,000 00	300,000 00	
Atlantic and Danville	2,000,000 00	.....	900,000 00	.....	630,000 00	1,200,000 00	619,000 00	
Brighthope	400,000 00	.....	179,600 00	.....	179,600 00	179,600 00	179,600 00	
Buckingham.								
Charlottesville and Rapidan	1,000,000 00	.....	142,800 00	.....	142,800 00	142,800 00	142,800 00	
Danville and New River	2,000,000 00	.....	.....	.....	365,025 00	368,600 00	365,025 00	
Franklin and Pittsylvania	1,000,000 00	.....	.....	.....	.....	202,101 25	202,101 25	
Meherrin Valley*	20,000 00	.....	25,500 00	.....	530 00	26,500 00	530 00	
Milton and Sutherlin	150,000 00	.....	61,250 00	.....	61,250 00	61,250 00	61,250 00	
Newport News and Mississippi Valley Co	.....	1,762,239 08	33,274,766 08	.....	.....	.....	.....	
New York, Philadelphia and Norfolk	2,500,000 00	.....	1,714,375 00	.....	1,714,375 00	1,714,375 00	1,714,375 00	
Norfolk and Ocean View	50,000 00	.....	50,000 00	.....	.....	50,000 00	50,000 00	
Norfolk and Virginia Beach	500,000 00	.....	366,100 00	.....	.....	366,100 00	.....	
Norfolk and Western	29,000,000 00	.....	25,000,000 00	.....	25,000,000 00	25,000,000 00	25,000,000 00	
Norfolk Southern	1,000,000 00	.....	.....	.....	.....	1,000,000 00	1,000,000 00	
Norfolk Terminal Company	5,000,000 00	.....	323,300 00	.....	322,026 00	323,300 00	322,026 00	
Petersburg	1,324,200 00	.....	.....	.....	.....	.....	.....	
Piedmont	.....	.....	1,500,000 00	.....	.....	1,500,000 00	.....	
Potomac	200,000 00	.....	100,000 00	.....	2,000 00	100,000 00	2,000 00	
Potomac, Fredericksburg and Piedmont	1,468,000 00	272,000 00	1,196,000 00	.....	.....	1,468,000 00	.....	
Richmond and Alleghany	5,000,000 00	.....	5,000,000 00	.....	5,000,000 00	5,000,000 00	5,000,000 00	
Richmond and Danville	2,000,000 00	1,188,598 50	1,800,000 00	1,188,598 50	1,811,401 50	3,000,000 00	3,000,000 00	
Richmond and Mecklenburg.†								
Richmond and Petersburg	8,000,000 00	.....	1,009,300 00	.....	.....	1,000,000 00	1,000,000 00	846,750 00
Richmond, Fredericksburg and Potomac	1,530,500 00	275,200 00	1,255,300 00	275,200 00	1,255,300 00	1,530,500 00	1,530,500 00	

STOCKS—CONTINUED.

RAILROADS.	Amount capital stock as by charter.	Amount capital stock subscribed by the state.	Amount capital stock subscribed by others than the state.	Amount capital stock now paid in by the state.	Amount capital stock now paid in by others than the state.	Total amount capital stock now actually subscribed.	Total amount capital stock now actually paid in.	Further subscription to the capital stock on the part of the state contingently authorized by the legislature.
Rich., Fred. & Pot. and Rich. & Petersburg Con. Co...	$200,000 00	.....	$200,000 00	.....	$140,000 00	$200,000 00	$140,000 00	
Richmond, York River and Chesapeake	700,000 00	.....	497,500 00	.....	497,500 00	497,500 00	497,500 00	
Seaboard and Roanoke	1,500,000 00	.....	1,302,900 00	.....	1,302,900 00	1,302,900 00	1,302,900 00	
Shenandoah Valley	.....	.....	3,695,200 00	.....	3,695,200 00	3,695,200 00	3,695,200 00	
Strasburg and Harrisonburg.‡								
Suffolk and Carolina	1,000,000 00	.....	201,600 00	.....	201,600 00	201,600 00	201,600 00	
Suffolk Lumber§	20,000 00	.....	20,000 00	.....	20,000 00	20,000 00	20,000 00	
Valley‖	300,000 00	.....	3,200,000 00	.....	2,731,839 00	3,200,000 00	2,731,839 00	
Virginia Midland	6,000,000 00	.....	4,906,292 00	.....	4,906,292 05	4,906,292 05	4,906,292 05	
Washington, Ohio and Western§	1,500,000 00	.....	1,500,000 00	.....	1,500,000 00	1,500,000 00	1,500,000 00	
Winchester and Potomac.‡								
Winchester and Strasburg.‡								

*Per mile of road. †No record. ‡No report. §Per last report. ‖Capital stock subsequently increased.

DEBTS.

RAILROADS.	Funded debt now due to the state.	Funded debt now due to others than the state.	Average rate per annum on funded debt now due to others.	Floating debt.	Interest on floating debt.
Alexandria and Fredericksburg		$1,000,000 00	7 pr. ct. gold.	$144,000 00	
Alexandria and Washington.—No report.					
Atlantic and Danville		412,500 00	6 per cent.		
Brighthope		400,000 00	6 per cent.		
Buckingham.—No report.					
Charlottesville and Rapidan		469,400 00	6 per cent.		
Danville and New River		700,000 00	6 per cent.	35,000 00	
Franklin and Pittsylvania		100,000 00	6 per cent.		
Meherrin Valley		200,000 00	6 per cent.		
Milton and Sutherlin		26,000 00	6 per cent.		
Newport News and Mississippi Valley Company		31,469,191 90	6 per cent.	2,931,998 00	
New York, Philadelphia and Norfork		2,848,000 00	6 per cent.		
Norfolk and Ocean View		20,000 00	7 per cent.	13,000 00	7 per cent.
Norfolk and Virginia Beach		483,000 00	6 per cent.	15,000 00	6 per cent.
Norfolk and Western		17,884,600 00	6.23 per cent.	55,000 00	
Norfolk Southern		2,495,000 00	6 per cent.	122,500 00	6 per cent.
Norfolk Terminal Company		441,000 00	6 per cent.		
Petersburg		1,744,000 00	6½ per cent.	14,698 81	
Piedmont		500,000 00	8 per cent.		
Potomac		120,857 61	6 per cent.		
Potomac, Fredericksburg and Piedmont		169,000 00	6 per cent.		
Richmond and Alleghany		9,089,000 00	0.663 per cent.	722,934 00	
Richmond and Danville		9,384,500 00	6 per cent.	576,181 44	6 per cent.
Richmond and Mecklenburg		315,000 00	6 per cent.		
Richmond and Petersburg		369,000 00	7 per cent.		
Richmond, Fredericksburg and Potomac		817,811 23	6 per cent.	73,890 09	

DEBTS—CONTINUED.

RAILROADS.	Funded debt now due to the state.	Funded debt now due to others than the state.	Average rate per annum on funded debt now due to others.	Floating debt.	Interest on floating debt.
Richmond, Fredericksburg and Potomac and Richmond and Petersburg Connection Co.				$7,000 00	5 per cent.
Richmond, York River and Chesapeake		$900,000 00	7 per cent.		
Seaboard and Roanoke		690,104 00	6 per cent.	181,000 00	6 per cent.
Shenandoah Valley		8,883,000 00	4½ per cent.	54,740 76	6 per cent.
Strasburg and Harrisonburg.—No report.					
Suffolk and Carolina		112,000 00	6 per cent.		
Suffolk Lumber.—No report.					
Valley		750,000 00	6 per cent.	48,279 00	6 per cent.
Virginia Midland		11,635,000 00	5.11 per cent.	173,527 64	6 per cent.
Washington, Ohio and Western		1,250,000 00			
Winchester and Potomac.					
Winchester and Strasburg.—No report.					

EARNINGS AND EXPENSES.

RAILROADS.	From passengers.	From freight.	From mail.	From other sources.	Total earnings.	Maintenance of road-way.	Repairs of machinery.	Operating expenses.	Total expenses.	Net earnings.
Alexandria and Fredericksburg	$71,937 27	$50,953 28	$16,857 00	$9,165 65	$148,913 20	$42,503 08	$22,371 41	$58,280 84	$123,155 33	$25,757 87
Alexandria and Washington	25,737 43	13,780 06	2,274 06	3,074 45	44,866 00	7,167 14	3,202 23	26,756 69	37,126 06	7,739 94
Atlantic and Danville	5,454 56	60,933 69	779 90	.....	67,168 15	.....	.....	.....	33,000 00	34,168 15
Brighthope	1,581 98	35,782 07	975 32	739 39	39,078 76	14,194 26	2,392 19	16,838 59	33,425 04	5,653 72
Buckingham.*										
Charlottesville and Rapidan	.....	.....	.....	.....	38,968 59					
Danville and New River	27,492 73	60,084 58	2,789 98	472 65	90,839 94	20,592 45	9,333 70	32,735 48	62,661 63	28,178 31
Franklin and Pittsylvania.†										
Meherrin Valley	423 42	5,742 13	190 00	.....	6,355 55	3,633 21	50 00	486 70	4,169 91	2,185 64
Milton and Sutherlin	2,238 12	5,975 54	310 36	88 55	8,612 57	.....	.....	.....	4,485 78	4,126 79
Newport News and Miss. Valley Co	601,548 69	3,179,026 74	60,803 27	90,218 41	3,931,597 11	451,684 48	835,995 03	....	2,716,950 84	1,214,646 27
New York, Philadelphia and Norfolk ‖	46,900 04	68,557 03	5,425 27	4,005 30	124,881 64	.....	.....	.....	.....	124,881 64
Norfolk and Ocean View‡	12,426 99	.....	.....	.....	12,426 99	4,336 14	2,248 80	3,764 75	10,349 69	2,077 30
Norfolk and Virginia Beach	20,041 83	6,923 44	803 68	108 33	27,877 28	4,578 81	1,137 27	12,036 14	17,752 22	10,125 06
Norfolk and Western	463,529 23	2,476,644 80	69,103 84	109,066 99	3,118,344 86	.....	.....	.....	1,828,074 47	1,290,270 39
Norfolk Southern	42,349 47	137,301 18	5,584 52	19,103 88	204,339 05	37,313 50	24,043 19	76,839 09	138,195 78	66,143 27
Norfolk Terminal Company.§										
Petersburg	106,474 80	190,690 80	33,573 87	25,337 70	356,076 67	.....	.....	.....	198,662 80	157,413 87
Piedmont.a										
Potomac.¶										
Potomac, Fredericksburg and Piedmont	5,278 55	25,893 31	1,667 28	.....	32,839 14	7,095 18	1,050 65	19,108 72	27,254 55	5,584 59
Richmond and Alleghany	142,031 00	349,196 00	17,926 00	87,895 00	597,048 00	.....	.....	.....	224,190 22	184,810 86
Richmond and Danville	267,684 17	1,180,980 71	37,720 36	111,795 35	1,598,180 59	.....	.....	.....	682,984 52	915,196 07
Richmond and Mecklenburg	6,949 24	23,382 54	1,379 36	663 85	32,374 99	.....	.....	.....	19,597 93	12,777 06
Richmond and Petersburg	91,225 42	93,717 49	12,538 40	9,972 79	207,454 10	.....	.....	.....	111,855 34	95,598 76
Richmond, Fredericksburg and Potomac	257,077 34	188,779 40	53,522 65	6,032 75	505,412 14	.....	.....	.....	271,536 54	233,875 60

EARNINGS AND EXPENSES—CONTINUED.

RAILROADS.	From passengers.	From freight.	From mail.	From other sources.	Total earnings.	Maintenance of road-way.	Repairs of machinery.	Operating expenses.	Total expenses.	Net earnings.
Richmond, Fredericksburg & Potomac, and Richmond & Petersburg Con. Co.. ‖	$10,883 17	$4,553 65	.....	$561 55						
Richmond, York River and Chesapeake	26,512 35	215,882 51	2,284 48	4,198 83	248,878 17	.....	.....	.....	127,708 45	121,169 72
Seaboard and Roanoke	78,257 73	464,276 06	5,954 00	42,048 15	590,535 94	62,702 53	62,173 55	277,284 00	402,160 08	188,375 86
Shenandoah Valley	189,312 97	433,725 12	38,465 60	53,974 34	715,478 03	.....	.....	.....	635,934 91	79,543 12
Strasburg and Harrisonburg	37,337 55	66,340 40	4,656 82	10,097 26	118,432 03	47,927 58	32,225 07	31,501 45	111,654 10	6,777 93
Suffolk and Carolina	.....	.....	.....	.....	29,498 78	.....	.....	.....	26,176 82	3,321 96
Suffolk Lumber	1,195 42	2,321 25	563 00	.....	4,079 67					
Valley	41,500 90	64,318 54	5,762 92	3,744 82	115,327 27	28,207 03	.....	60,157 68	88,364 71	26,962 56
Virginia Midland	537,191 83	740,637 01	106,562 98	167,331 18	1,551,703 00	.....	.....	.....	1,032,431 27	519,271 73
Washington, Ohio and Western	50,235 16	46,709 98	3,376 52	11,771 35	112,093 01	38,813 33	9,248 27	51,478 24	99,539 84	12,553 17
Winchester and Potomac. *b*										
Winchester and Strasburg	15,371 54	39,771 22	1,804 47	5,758 94	62,706 17	14,610 56	14,423 91	13,445 47	42,479 94	20,226 23

* Reported with Richmond and Alleghany. † Reported in Virginia Midland. ‖ These figures are for that portion of the line in Virginia. ‡ Reported as part of Norfolk and Western. *a* Reported in Richmond and Danville. ¶ Reported in Richmond, Fredericksburg and Potomac. *b* No report, only a few miles in the State. ‡ Passenger and freight.

ACCIDENTS.

RAILROADS.	EMPLOYEES.		PASSENGERS.		OTHERS.		Total killed.	Total injured.	Total killed and injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Alexandria and Fredericksburg	-	1	-	-	1	1	1	2	3
Alexandria and Washington	-	1	-	-	1	2	1	3	4
Atlantic and Danville	1	-	-	-	-	-	1	-	1
Brighthope.									
Buckingham.									
Charlottesville and Rapidan.									
Danville and New River.									
Franklin and Pittsylvania									
Meherrin Valley.									
Milton and Southerlin.									
Newport News and Mississippi Valley	10	126	-	1	8	11	18	138	156
New York, Philadelphia and Norfolk	-	7	-	-	2	-	2	7	9
Norfolk and Ocean View	-	-	-	-	1	-	1	-	1
Norfolk and Virginia Beach.									
Norfolk and Western	8	86	3	1	12	16	23	103	126
Norfolk Southern	1	-	-	-	1	1	2	1	3
Norfolk Terminal.									
Petersburg	3	3	-	-	2	1	5	4	9
Piedmont.									
Potomac.									
Potomac, Fredericksburg and Piedmont	-	1	-	-	-	-	-	1	1
Richmond and Alleghany	5	33	-	-	-	5	5	38	43
Richmond and Danville	4	27	-	-	4	7	8	34	42
Richmond, Fredericksburg and Potomac	-	-	-	-	-	1	-	1	1
Richmond and Mecklenburg	-	1	-	-	-	-	-	1	1
Richmond and Petersburg	1	-	-	-	-	-	1	-	1
Richmond, Fredericksburg and Potomac and R. & P. Con. Co.									
Richmond, York River and Chesapeake	-	7	-	-	-	-	-	7	7
Seaboard and Roanoke	-	2	-	-	2	-	2	2	4
Shenandoah Valley	2	22	-	-	2	6	4	28	32
Strasburg and Harrisonburg	-	3	-	-	-	-	-	3	3
Suffolk and Carolina.									
Suffolk Lumber.									
Valley.									
Virginia Midland	7	56	-	9	3	10	10	75	85
Washington, Ohio and Western	1	-	-	-	-	-	1	-	1
Winchester and Potomac.									
Winchester and Strasburg	1	1	-	-	-	-	1	1	2
	44	377	3	11	39	61	86	449	535

DOINGS OF THE YEAR IN TRANSPOR-

RAILROADS.	No. of miles run by passenger trains.	No. of miles run by freight trains.	No. of passengers (all classes) carried in cars.	No. of miles traveled by passengers, or no. of passengers carried one mile.	No. of tons (2000 lbs.) of freight carried by cars.	Total movement of freight or number of tons carried one mile.
Alexandria and Fredericksburg...	76,360	45,854	452,236	4,173,713	307,671	4,448,354
Alexandria and Washington.....	25,737	9,341	624,630	2,058,954	317,697	984,272
Atlantic and Danville.....	34,430	34,430	.....	.....	.....	.....
Brighthope.....	.....	.....	2,740	78,586	63,402	1,585,450
Buckingham.						
Charlottesville and Rapidan.*						
Danville and New River.....	75,531	.....	40,897	.....	20,078	.....
Franklin and Pittsylvania.*						
Meherrin Valley.....	19,440	1,820	675	.....	5,237	89,029
Milton and Sutherlin.....	11,273	.....	5,288	35,473	4,666	32,669
Newport News & Miss. Valley Co...	922,055	3,441,165	533,804	28,148,487	2,101,250	585,849,553
New York, Phila. and Norfolk†.....	171,801	162,397	58,896	1,842,052	100,326	5,104,933
Norfolk and Ocean View.....	36,000	.....	.....	.....	.....	.....
Norfolk and Virginia Beach.....	35,440	.....	85,446	.....	7,469	.....
Norfolk and Western.....	646,935	2,354,695	385,450	18,527,219	1,455,205	378,715,584
Norfolk Southern.....	55,651	59,466	44,431	1,362,857	104,598	5,076,425
Norfolk Terminal Company ‡.....						
Petersburg	113,163	75,132	69,693	3,739,299	141,505	8,104,631
Piedmont.						
Potomac.§						
Pot., Fred'cksburg & Piedmont....	26,038	26,724	7,527	156,551	25,437	565,664
Richmond and Alleghany.....	274,730	221,712	148,678	5,780,888	347,833	32,874,566
Richmond and Danville.....	289,619	526,725	188,265	8,992,558	574,064	66,193,003
Richmond and Mecklenburg ‖.....	8,523	.....	8,415	155,648	19,134	371,730
Richmond and Petersburg.....	76,691	24,402	150,570	3,185,663	164,139	2,349,818
Richmond, Fred. and Potomac.....	193,055	123,951	216,125	9,719,246	230,037	12,506,027
R., F. & P.. & R. & Pet'b'g Con. Co.§						
Rich'd, Y'k Riv. & Chesapeake.....	34,412	61,060	49,677	1,563,148	198,253	7,350,750
Seaboard and Roanoke.....	58,609	325,728	61,362	3,596,365,458	251,564	81,941,438,592
Shenandoah Valley.....	369,409	372,240	167,561	8,288,794	390,865	41,408,976
Strasburg and Harrisonburg.....	41,394	100,683	69,258	1,350,701	129,570	5,416,341
Suffolk and Carolina.....	.....	.....	.....	.....	.....	.....
Suffolk Lumber.§						
Valley.....	46,806	75,358	.....	.....	.....	.....
Virginia Midland.....	623,398	499,304	362,601	20,186,873	427,665	43,373,448
Washington, Ohio and Western...	80,838	43,824	.....	1,843,976	33,479	1,170,484
Winchester and Potomac.§						
Winchester and Strasburg.....	16,710	42,252	37,339	533,640	163,480	3,065,894

* Reported in Virginia Midland.

† The first and second rows of figures cover the entire line, Maryland and Virginia included. The other figures apply to Virginia only.

‡ Reported in Norfolk and Western.

§ Not reported.

‖ Mixed trains.

TATION AND TOTAL MILES RUN.

Average rate of speed adopted by ordinary passenger trains, including stops—miles per hour.	Rate of speed of ordinary passenger trains in motion.	Average rate of express trains, including stops.	Rate of speed of express trains when in motion.	Average rate of speed adopted by freight trains, including stops.	Rate of speed of freight trains when in motion.	Average weight in tons of passenger trains exclusive of passengers and baggage.	Average weight of freight trains, exclusive of freight.	Average rate per mile for passengers.	Average rate per ton per mile for freight.
25 to 28	30	25 to 28	30	15	20	.....	.....	1.724	1.145
25 to 28	30	25 to 28	30	15	20	.....	.....	1.250	1.400
18	20	.....	.....	12	15	.....	.....	2, 3 & 4.	
.....	.....	.....	.....	.....	.....	.....	.....	2.01	2.25
14	16	.....	.....	10	12	.....	.....	3.75	4
16	20	.....	.....	16	20	.....	.....	4	5
6.7	6.7	.....	.....	6.7	6.7	.....	32.5	6.30	
22	25	27	30	10	16	.....	.....	2.137	0.543
23	30	31	35	21	25	120	295	2.54	1.34
.....	25	.....	.....	.....	.....	50			
18	25	28	25	.....	.....	.....	25	2	8
27	31	29	32	11½	20	163	280	2.5	0.65
22	.....	.....	.....	11	.....	55¼	241½	3.1	2.7
25	32 to 45	27	35 to 50	14	18	180	250	2.9	2.3
13	18	.....	.....	10	12	35	51	2.37	4.58
27	35	27	35	12	16	132¼	248½	2.45	1.076
23	28	27	35	12	18	162.4	302	2.975	1.784
16	20	.....	.....	16	20	91	.....	4.46	6.29
25	32 to 45	27	35 to 50	14	18	180	250	2.8	2.9
26	32 to 45	29	35 to 50	9 to 14	10 to 20	200	200	2.64	1.37
17	19	.....	.....	12	15	131.5	295.7	1.696	2.936
28	30	28	30	16	20	98	250	2.95	3
26.5	32.5	26.5	32.5	10.5	13.5	120	228	2.25	1.13
25	31	.....	.....	13	15	.....	.....	2.76	1.22
.....	15	.....	.....	12	.....	.....	.....	3	6
25	30	.....	.....	16	20	84	155	3.25	6.59
25	30	.....	.....	15	18	160	250	2.66	1.70
25	35	25	35	12	18	.....	.....	3	7.5
21	27	.....	.....	11	13	.....	.....	2.88	1.30

APPENDIX.

REPORTS OF RAILROAD COMPANIES.

ALEXANDRIA AND WASHINGTON RAILROAD CO.

Line of road—Alexandria, Va., to south end of Long Bridge—4.96 miles. Double track laid 3.63 miles. Gauge 4 feet 9 inches.

Operated in the interest of the Pennsylvania railroad company by the Alexandria and Fredericksburg railway company. In June, 1882, this road was placed in the hands of a receiver.

Principal office and address, Baltimore, Md. J. N. DuBarry, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

JAMES P. KERR,
Secretary.

STATE OF MARYLAND, BALTIMORE CITY, } *ss:*

I, John S. Leib, treasurer, and I, H. H. Carter, acting superintendent of operations of the Alexandria and Washington railroad company, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

JOHN S. LEIB,
Treasurer.

H. H. CARTER,
Superintendent.

Subscribed and sworn to before me, this 12th day of November, 1886, as to John S. Leib, treasurer.

GEO. McCAFFRAY,
Justice of the Peace.

STATE OF DELAWARE, NEW CASTLE COUNTY, } *ss:*

Subscribed and sworn to before me, this 13th day of November, A. D. 1886, as to H. H. Carter, superintendent.

WILLIAM H. LEE,
Notary Public.

LIBRARY OF CONGRESS

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$300,000
Amount of capital stock subscribed by others than the state, as by last report	300,000
Amount of capital stock now subscribed by others than the state	300,000
Amount of capital stock paid in by others than the state, as by last report	300,000
Total amount of capital stock now actually subscribed	300,000
Total amount of capital stock now actually paid in	300,000

CLASSES OF STOCK.

Number of shares	3,000
Character	Common.
Par value	$100
Cash realized	$300,000

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$300,000 00	$300,000 00

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini--that is, from south end of Long Bridge to Alexandria	4.96 miles.
Length of road laid	4.96 miles.
Length of double track laid	3.63 miles.
Length of branches laid	1.07 miles.
Weight of rail per yard on main track	60 lbs.

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going south) is	89.72 feet.
The sum of the ascent (going in the opposite direction) is	65.28 feet.
The whole ascent and decent overcome is	155.00 feet.
Which is an average per mile of	30.87 feet.
The maximum grade (going south) is, per mile, 73.39 feet, for	0.40 miles.
The maximum grade (going in the opposite direction) is, per mile, 52.8 feet, for	0.44 miles.
The sum of the straight line is	4.28 miles.
The sum of the curved lines is	0.74 miles.
The whole number of degrees of curvature is	70 98 degrees.
The average degrees of curvature per mile of the curved part of the road is	95.92 degrees.
The average degrees of curvature per mile of the whole road is	14.13 degrees.
The maximum radius on the main line is	34,377 feet.
The minimum radius on the main line is 1,528 feet, for	0.38 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	25,737
Number of miles run by freight trains	9,341
Number of passengers (all classes) carried in cars	624,630
Number of miles traveled by passengers, or number of passengers carried one mile	2,058,954
Number of tons (2,000 pounds) of freight carried in cars	317,697
Total movement of freight, or number of tons carried one mile	984,272
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	25 to 28
Rate of speed of same when in motion	30
Average rate of express trains, including stops	25 to 30
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	15
Rate of speed of same when in motion	20

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

	Northward.	Southward.	Total.
	Pounds.	*Pounds.*	*Pounds.*
Pig iron	4,385,260	864,520	5,249,780
Coal	1,953,754	57,416,169	59,369,923
Miscellaneous articles	77,933,045	190,544,380	268,477,425
Lead	168,760	–	168,760
Salt	53,300	127,680	180,980
Leaf tobacco	7,308,167	294,664	7,602,831
Tobacco stems	432,720	–	432,720
Manufactured tobacco	10,084,786	90,472	10,175,258
Cotton	3,081,670	–	3,081,670
Wheat	8,933,155	3,150,972	12,084,127
Corn	369,314	3,639,091	3,008,405
Oats	514,730	1,250,347	1,765,077
Rye	3,712	321,020	324,732
Flax seed	132,084	–	132,084
Bacon	28,295	1,349,413	1,377,708
Butter	88,148	152,901	241,049
Eggs	210,279	12,384	222,663
Dried fruit	421,289	37,915	459,204
Hay	517,887	11,099,601	12,417,488
Shucks	459,364	–	459,364
Sumac	4,966,390	–	4,966,390
Wool	4,615,674	46,417	4,662,091
Tallow	–	1,360	1,360
Cattle	56,078,230	1,009 350	57,087,580
Horses and mules	648,230	244,000	892,230
Hogs	1,599,470	18,000	1,617,470
Lambs	249,660	–	249,660
Sheep	5,820,930	133,000	5,953,930
Wood	28,844,809	44,000	28,888,809
Bark	9,201,838	–	9,201,838
Lumber	114,004,909	2,582,652	116,587,561
Flour	1,531,686	14,168,695	15,700,381
Whiskey	646,295	1,377,235	2,023,530
Cement	–	176,230	176,230
Lime	1,260	112,340	113,600
Tar	40,000	–	40,000
Total tonnage of all classes of freight	345,329,100	290,064,808	635,393,908

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rate of fare charged for all classes	1.250 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.400 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Repairs of road-bed and railway	5,712 00	4,284 00	1,428 00
Cost of iron and steel used in repairs	144 62	108 47	36 15
Repairs of buildings	30 09	25 83	4 26
Taxes on real estate	1,280 43	960 33	320 10
Totals	$7,167 14	$5,378 63	$1,788 51

TABLE F.

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Repairs of engines and tenders	2,112 24	1,489 34	622 90
Repairs of tools and machinery in shops	28 52	21 39	7 13
Oil, fuel, clerks and watchmen about work-shops	1,061 47	796 10	265 37
Totals	$3,202 23	$2,306 83	$895 40

GROSS EARNINGS, &c.

The gross earnings were	$44,866 00
The expenses	37,126 06
The net revenue	7,739 94

HOW DISTRIBUTED.

	Gross Earnings.	Expenses.	Net Revenue.
First and second-class passengers	$25,737 43	$26,801 65	
First, second, third, and fourth-class freight	13,780 06	10,324 41	
Express freight	2,586 50		
Mail	2,274 06		
Miscellaneous	79 33		
Miscellaneous, passengers	408 62		
Totals	$44,866 00	$37,126 06	$7,739 94

* Expenses included in passenger expenses.

OFFICERS OF THE COMPANY.

DIRECTORS:

ANDREW JAMISON, JOHN S. LEIB,
B. F. NEWCOMER, GEO. C. WILKINS,
J. P. KERR.

PRESIDENT:
J. N. DuBARRY.

TREASURER:
J. S. LEIB.

SECRETARY:
J. P. KERR.

ASSISTANT-ENGINEER:
A. E. REED.

SUPERINTENDENT:
H. H. CARTER.

The principal office and address of the company is at Baltimore, Md.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

JOHN S. LEIB,
Treasurer.

H. H. CARTER,
Superintendent.

ALEXANDRIA AND FREDERICKSBURG RAILWAY CO.

Line of road—Alexandria, Va., to Quantico, Va.—28.77 miles. Gauge 4 feet 9 inches.

Chartered February 3, 1864, and road opened July 2, 1872.

Principal office and address, Philadelphia, Pa. George B. Roberts, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

ALBERT HEWSON,
Secretary.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA, } *ss:*

I, G. B. Roberts, President of the Alexandria and Fredericksburg railway company, and I, H. F. Kenney, general superintendent of operations of the Alexandria and Fredericksburg railway, each for himself deposes and says, that the statements in the annexed report, which have been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

G. B. ROBERTS,
President.

H. F. KENNEY,
General Superintendent.

Subscribed and sworn to before me, this 19th day of November, 1886.

AL. P. BURCHELL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$2,000,000
Amount of capital stock subscribed by others than the state, as by last report	1,000,000
Amount of capital stock now subscribed by others than the state	1,000,000
Amount of capital stock paid in by others than the state, as by last report	1,000,000
Amount of capital stock now paid in by others than the state	1,000,000
Total amount of capital stock now actually subscribed	1,000,000
Total amount of capital stock now actually paid in	1,000,000

CLASSES OF STOCK.

No. of shares	10,000
Character	Common.
Par value	$100

NOTE OF EXPLANATION.

Class No. 1. Common and only stock issued by the company.

FUNDED DEBT.

The funded debt due to others than the state by last report	$1,000,000
The funded debt now due to others than the state	1,000,000
The average rate per annum of interest on funded debt now due to others	7 per cent. gold.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	1,000,000
Date of issue	June 1, 1866.
Date of payment	June 1, 1896.
Annual rate of interest	7 per cent. gold.
Interest—when payable	1st June and December.

Amounts realized, viz:

In cash	1,000,000
Nature and character of security	1st mortgage.

NOTE OF EXPLANATION.

Class No. 1. Only bonds issued by the company and constitute a first lien upon its roadway, equipment and appurtenances, from the south end of Long Bridge, over the Potomac river at the city of Washington to the city of Fredericksburg.

FLOATING DEBT.

The floating debt as per last report	$159,108 60
The amount now of floating debt	144,000 00

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

For graduation and masonry	993,241 63
For bridges	184,989 16
For superstructure, including iron	554,248 26
For passenger and freight stations, buildings and fixtures, engine and car-houses, machine shops, machinery and fixtures	28,896 77
For land, land damages and fences	155,556 62
For locomotives and fixtures and snow-plows, passenger and baggage cars	121,632 72
For engineering and other agencies	124,309 42
For telegraph line	2,372 48
Total cost of road and equipment	$2,165,247 06

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from St. Asaph Junction to Fredericksburg	47.37 miles.
Length of road laid	28.77 miles.
Weight of rail per yard on main track	56 and 60 lbs.
Number of engine-houses and shops	1
Number of engines	4
Number of first-class passenger cars rated as eight-wheel cars	7
Number of baggage, mail, and express cars	2
Number of freight cars	21

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents (going south) is	40 88 feet.
The sum of the ascents (going in the opposite direction) is	427.45 feet.
The whole ascent and decent overcome is	828.33 feet.
Which is an average per mile of	28.79 feet.
The maximum grade (going south) is, per mile, 52.8 feet, for	3.11 miles.
The maximum grade (going in the opposite direction) is, per mile, 52.8 feet, for	1.06 miles.
The sum of the straight line is	20.57 miles.
The sum of the curved lines is	8.20 miles.
The whole number of degrees of curvature is	1,387.9 degrees.
The average degrees of curvature per mile of the curved part of the road is	169.25 degrees.
The average degrees of curvature per mile of the whole road is	48.24 degrees.
The maximum radius on the main line is	22,918 feet.
The minimum radius on the main line is 410 feet, for	.037 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	76,359
Number of miles run by freight trains	45,854
Number of passengers (all classes) carried in cars	452,236
Number of miles traveled by passengers, or number of passengers carried one mile	4,173,713
Number of tons (2,000 pounds) of freight carried in cars	301,671
Total movement of freight, or number of tons carried one mile	4,448,354
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	25 to 28
Rate of speed of same when in motion	30
Average rate of express trains, including stops	25 to 28
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	15
Rate of speed of same when in motion	20

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

	Northward.	Southward.	Total.
	Pounds.	*Pounds.*	*Pounds.*
Pig iron	3,894,820	944,980	4,839,800
Coal	1,501,930	58,706,319	60,208,249
Miscellaneous articles	61,999,002	185,399,438	247,398,440
Lead	168,760	–	168,760
Salt	53,300	114,080	167,380
Leaf tobacco	7,760,644	293,214	8,053,858
Tobacco stems	432,721	–	432,721
Manufactured tobacco	10,136,347	95,039	10,231,386
Cotton	3,081,670	–	3,081,670
Wheat	7,134,315	9,239,496	16,373,811
Corn	386,104	2,818,957	3,205,061
Oats	512,612	1,246,887	1,759,499
Rye	392	320,350	320,742
Flax seed	132,084	–	132,084
Bacon	47,483	1,414,361	1,461,844
Butter	66,362	152,426	218,788
Eggs	211,441	13,254	224,695
Dried fruit	421,289	37,915	459,204
Hay	237,133	11,908,461	12,145,594
Shucks	459,364	–	459,364
Sumac	4,986,340	13,505	4,999,845
Wool	4,572,359	55,854	4,628,213
Tallow	–	1,360	1,360
Cattle	34,007,680	777,800	34,785,480
Horses and mules	615,230	247,000	862,230
Hogs	633,470	18,000	651,470
Lambs	221,660	–	221,660
Sheep	5,153,930	133,000	5,286,930
Wood	31,460,959	797,600	32,258,559
Bark	10,318,798	3,500	10,322,298
Lumber	116,177,083	2,304,117	118,481,200
Flour	1,520,596	14,361,218	15,881,814
Whiskey	987,970	1,887,924	2,875,894
Cement	–	175,630	175,630
Lime	4,934	522,405	527,340
Tar	40,000	–	40,000
Total tonnage of all classes of freight	309,338,783	294,004,090	603,342,873

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	1.724 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.145 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Repairs of road-bed and railway	30,640 15	18,384 09	12,256 06
Cost of iron and steel used in repairs	7,119 38	4,271 63	2,847 75
Repairs of buildings	683 65	461 17	222 48
Taxes on real estate	4,059 90	2,435 94	1,623 96
Totals	$42,503 08	$25,552 83	$16,950 25

TABLE F.

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation	Allotted to freight transportation.
Repairs of engines and tenders	12,576 44	7,545 86	5,030 58
Repairs of passenger, mail and baggage cars	3,781 50	2,268 90	1,512 60
Repairs of freight cars	1,035 77	621 46	414 31
Repairs of tools and machinery in shops	112 39	67 43	44 96
Oil, fuel, clerks and watchmen about work-shops	4,865 31	2,919 19	1,946 12
Totals	$22,371 41	$13,422 84	$8,948 57

TABLE G.

COST OF OPERATING THE ROAD.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Office expenses, stationery, &c	1,556 49	933 89	622 60
Agents	1,582 88	785 40	797 48
Clerks	2,837 10	1,451 97	1,385 13
Labor, loading and unloading freight	249 74	-	249 74
Porter and watchmen	3,769 11	2,384 81	1,384 30
Switch tenders	6 00	4 50	1 50
Conductors and baggagemen	4,931 86	3,272 06	1,659 80
Brakemen	4,733 61	1,579 71	3,153 90
Enginemen and firemen	7,183 12	4,146 21	3,036 91
Fuel used—wood and coal	11,441 53	7,133 44	4,308 09
Oil, waste and tallow used for engines and tenders, passenger, mail, baggage and freight cars	978 49	610 45	368 04
Loss and damage of goods and baggage	1,064 22	671 45	392 77
For salaries of president, directors, secretary, treasurer and superintendent	707 37	428 32	279 05
For law expenses	1,662 84	1,129 81	533 03
Other expenses and contingencies	15,576 48	9,345 89	6,230 59
Totals	$58,280 84	$33,877 91	$24,402 93

RECAPITULATION OF EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Maintaining roadway and real estate	42,503 08	25,552 83	16,950 25
Repairs of machinery	22,371 41	13,422 84	8,948 57
Operating	58,280 84	33,877 91	24,402 93
Totals	$123,155 33	$72,853 58	$50,301 75

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	71,937 27
From freight	50,953 28
From mail	16,857 00
From other sources	9,165 65
Total earnings	$148,913 20
For transportation expenses, viz:	
For passenger business	72,853 58
For freight business	50,301 75
Total expenses	$123,155 33
Balance liable for debt	$25,757 87

PAYMENTS.

Of floating debts	$15,108 60

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion	-	-	1
Run over while walking or standing on the track	-	1	
At work or standing by trains	1		
Total of each class of persons	1	1	1

Total number of persons killed	1
Total number of persons injured, but not killed	2

NOTES OF EXPLANATION.

December 17th, 1885, Mount Pleasant, engine No. 353, on train No. 207, struck and instantly killed a lady named Amelia Love, who attempted to cross the track immediately in front of the approaching train.

September 6th, 1886, Alexandria, E. C. Joyce, clerk, while in the act of cutting cars in train No. 206, had his left arm caught and so badly crushed, that it had to be amputated at the elbow.

September 18th, 1886, Alexandria, Robert Hicks, colored, attempted to jump on train No. 101, and fell, sustaining slight injuries.

GROSS EARNINGS, &c.

The gross earnings, operating road	$148,913 20
The expenses, operating road	123,155 33
The net earnings, liable for debt of company	$25,757 87

HOW DISTRIBUTED.

	Gross Earnings.	Expenses.	Net Operating Earnings.
First and second-class passengers	$71,937 27	$72,853 58	
First, second, third, and fourth-class freight	50,953 28	50,301 75	
Express freight	6,709 44		
Mail	16,857 00		
Miscellaneous	1,547 30	*	
Miscellaneous, passengers	909 91		
Total	$148,913 20	$123,155 33	$25,757 87

*Expenses included in passenger expenses.

LENGTH OF THE ROAD UNFINISHED.

The length of the road unfinished is	10.6 miles.

OEFICERS OF THE COMPANY.

DIRECTORS:

J. N. DuBARRY, JOHN P. GREEN,
ALBERT HEWSON, JAMES P. KERR,
JOHN S. LEIB, N. P. SHORTRIDGE,
G. C. WILKINS.

PRESIDENT:
G. B. ROBERTS.

TREASURER AND SECRETARY:
ALBERT HEWSON.

GENERAL SUPERINTENDENT:
H. F. KENNEY.

The principal office and address of the company is at 233 South Fourth Street, Philadelphia, Penn.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

G. B. ROBERTS,
President.

H. F. KENNEY,
General Superintendent.

DANVILLE & NEW RIVER RAILROAD COMPANY.

Line of road—Danville, Virginia, to Stuart, (Patrick Courthouse) Virginia—75 miles.

Chartered March 20, 1873. Charter amended March 20, 1877. Road opened December 1, 1881, and completed to Stuart, August 1, 1884.

Principal office and address: Danville, Virginia.

John H. Schoolfield, President. G. K. Griggs, Treasurer.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia, and of the circular of your board dated September 30, 1886.

G. K. GRIGGS,
Superintendent.

STATE OF VIRGINIA,
CORPORATION OF DANVILLE, } *ss:*

I, G. K. Griggs, superintendent of operations of the Danville & New River railroad company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, is true and correct, according to the best of my knowledge and belief.

G. K. GRIGGS,
Superintendent.

Subscribed and sworn to before me, this 18th day of November, 1886.

H. R. MILLER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$2,000,000
Total amount of capital stock, now actually subscribed	368,600
Total amount of capital stock, now actually paid in	365,025

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.
Number of shares	1,586	1,500	600
Character	Ordinary.	Ordinary.	Preferred.
Par value	$100 00	$100 00	$100 00
Cash realized	133,000 00	117,096 00	54,000 00

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.
Amount	$200,000 00	$250,000 00	$250,000 00
Date of issue	16th June, 1881.	September 5, 1883.	February 15, 1884.
Date of payment	1st July, 1911.	3d September, 1913.	1st February, 1914.
Annual rate of interest	Six per cent.	Six per cent.	Six per cent.
Interest—when payable	1st Jan. and July.	1st May and Nov'r.	15th Feb'y and Aug.
Interest—where payable	Danville.	Danville.	Danville.
Cash realized	$146,700 00	$165,526 90	$66,735 50

FLOATING DEBT.

The amount now of floating debt	$35,000 00

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

Total cost of road and equipment	$682,047 89

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains	75,531
Number of passengers (all classes) carried in cars	40,897
Number of tons (2,000 pounds) of freight carried in cars	20,078
Average rate of speed adopted by ordinary passenger trains—including stops—miles per hour	14
Rate of speed of same when in motion	16
Average rate of speed adopted by freight trains, including stops	10
Rate of speed of same when in motion	12

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

	Outward.
	Pounds.
Iron	189,104
Brick	260,604
Coal	596,678
Lead	1,118
Rock	24,464
Salt	808,114
Leaf tobacco	2,785,414
Tobacco stems	411,006
Manufactured tobacco	2,242,905
Cotton	317,721
Wheat	104,629
Corn	1,049,322
Oats	98,520
Flax seed	1,372
Bacon	1,338,379
Butter	38,455
Eggs	70,240
Fowls	70,614
Dried fruit	160,993
Green fruit	373,640
Hay	523,494
Guano	5,079,381
Ship stuff	249,557
Wool	49,489
Cattle	119,758
Hogs	12,542
Sheep	14,940
Wood	6,218,662
Logs	1,338,221
Lumber	1,431,114
Flour	1,522,798
Whiskey	48,962
Cement	25,808
Lime	409,060
Tar	12,073,225
Total tonnage of all classes of freight	40,110,955

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	3¾ cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	5.8 cents.
Rate per ton per mile charged on second-class freight	4.6 cents.
Rate per ton per mile charged on third-class freight	3.5 cents.
Average rate per ton per mile charged on all classes of freight	4 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road bed and railway, including new cross-ties and lumber on bridges and trestles, and cost of iron used in repairs	15,023 73
Repairs of buildings	170 22
Insurance on property, buildings, and freights	1,450 00
Taxes on real estate	3,948 50
Total	$20,592 45

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	$2,972 07
Repairs of passenger, mail, baggage, and freight cars	1,821 91
Repairs of tools and machinery in shops	2,087 80
General repairs, supplies, and salary master mechanic	2,451 98
Totals	$9,333 76

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c	$1,567 14
Agents, clerks, and labor, loading and unloading freight	8,109 46
Porter and watchmen	358 00
Conductors and baggagemen	2,004 60
Brakemen	1,452 35
Enginemen and firemen	4,009 10
Fuel used—wood and coal	6,169 16
Oil and waste used for engines and tenders, passenger, mail, baggage, and freight cars	1,760 94
Loss and damage of goods and baggage	771 94
Damages to property, including damages by fire and cattle killed on road	657 05
For salaries of president, directors, secretary, treasurer, and superintendent	3,888 85
For law expenses	1,803 59
Other expenses and contingencies in detail, as follows:	
Advertising	85 50
General expenses	597 80
Totals	$32,735 48

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$20,592 45
Repairs of machinery	9,333 70
Operating	32,735 48
Totals	$62,661 63

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$27,492 73
From freight	60,084 58
From mail	2,789 96
From other sources	472 65
Total earnings	$90,839 94
For transportation expenses, viz:	
For passenger and freight business	$62,661 63
For other business	4,451 92
For interest on funded debt	23,726 39
Total	$90,839 94

OFFICERS OF THE COMPANY.

DIRECTORS:

D. S. LISBERGER,
D. W. SPENCER,
R. G. PENN,
J. G. FRIEND,
W. R. NUNN,
W. B. RUCKER.

PRESIDENT:

JOHN H. SCHOOLFIELD.

TREASURER, SECRETARY, AND SUPERINTENDENT:

G. K. GRIGGS.

The principal office and address of this company is at Danville, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

G. K. GRIGGS,
Superintendent.

MEHERRIN VALLEY RAILROAD COMPANY.

Line of road—Margaretsville, North Carolina, to Hicksford, Va.—20 miles. Sidings, 2 miles; gauge, 4 feet, 8½ inches.

Chartered March 14, 1878. Road in operation during 1884, from Junction with Seaboard and Roanoke railroad to Claresville, Va., 10 miles. The track of the Seaboard and Roanoke railroad is used from Junction to Margaretsville, 0.25 miles. Early in 1885 the line was completed throughout its entire length.

The road is now in the hands of trustees.

To the Board of Public Works
of the State of Virginia:

The anexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

D. S. CHERRY,
Superintendent.

STATE OF VIRGINIA,
CITY OF PORTSMOUTH, } *ss:*

I, D. S. Cherry, acting superintendent of operations of the Meherrin Valley railroad company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

D. S. CHERRY,
Acting Superintendent.

Subscribed and sworn to before me, this 13th day of November, 1886.

G. HATTON,
Notary Public.

This report is from January 1st to Sept. 30th, 1886.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter $20,000 per mile of road.	
Amount of capital stock now subscribed by others than the state	$25,500
Amount of capital stock paid in by others than the state, as by last report	530
Amount of capital stock now paid in by others than the state, $2 00 per share	530
Total amount of capital stock now actually subscribed	26,500
Total amount of capital stock now actually paid in	530

CLASSES OF STOCK.

Number of shares	265
Character	Ordinary.
Par value	$100
Cash realized	530

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$200,000 00
Date of issue	January 1, 1884.
Date of payment	January 1, 1914.
Annual rate of interest	6 per cent.
Interest—when payable	January 1, and July 1, annually.
Interest—where payable	New York city.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

Cost of road and equipment about	$105,000 00

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from North Carolina line to Hicksford, Va	16.7-10 miles.
Length of road laid (entire length main track)	17.7-10 miles.
Length of branches laid	3 miles.
Weight of rail per yard on main track	40 to 35 lbs.
Number of engine-houses and shops	1
Number of engines	2
Number of freight cars	1

GRADIENTS, ALIGNMENTS AND ELEVATIONS.

The sum of the ascents going to Hicksford is	112.4 feet.
The sum of the ascent going in the opposite direction, is	39.8 feet.
The whole ascent and decent overcome is	80.18 feet.
Which is an average per mile of	4.95 feet.
The maximum grade, going to Hicksford is per mile, 73.92 feet, for	.0947 miles.
The maximum grade, going in the opposite direction, is, per mile, 52.8 feet, for	351 feet.
The sum of the straight line is	14.45 miles.
The sum of the curved lines is	1.75 miles.
The whole number of degrees of curvature is	55 degrees.
The average degrees of curvature per mile of the curved part of the road is	2.42 degrees.
The average degrees of curvature per mile of the whole road is	.26 degrees.
The maximum radius on the main line is 478 feet for	2,865 feet.
The minimum radius on the main line is	400 feet.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	19,440
Number of miles run by freight trains	1,820
Number of passengers (all classes) carried in cars	675
Number of miles traveled by passengers, or number of passengers carried one mile (average)	39
Number of tons (2,000 pounds) of freight carried in cars	5,237
Total movement of freight, or number of tons carried one mile	89,029
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	16
Rate of speed of same when in motion	20
Average rate of speed adopted by freight trains, including stops	16
Rate of speed of same when in motion	20

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

	Outward.	Inward.	Total.
Total tonnage of all classes of freight	8,189,013	2,285,408	10,474,421

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	4 cents.
For first-class way passengers	4 cents.
Average rates of fare charged for all classes	4 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	6 cents.
Rate per ton per mile charged on second-class freight	5 cents.
Rate per ton per mile charged on third-class freight	4 cents.
Average rate per ton per mile charged on all classes of freight	5 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Total expense of maintaining roadway and real estate	$3,633 21

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	50 00

TABLE G.

COST OF OPERATING THE ROAD.

Ordinary expense	4,119 91

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	3,633 21
Repairs of machinery	50 00
Operating	486 70
Totals	$4,169 91

TABLE II.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passenger	$423 42
From freight	5,742 13
From mail	190 00

NUMBER OF EMPLOYEES.

Superintendent,
Three agents,
One conductor,
One engineer,
One fireman,
Eleven road hands,
One brakeman.
The average number of persons employed during the year was 15.

OFFICERS OF THE COMPANY.

TRUSTEES:

LEGH R. WATTS, T. S. GARNETT.

SUPERINTENDENT:

D. S. CHERRY.

The principal office and address of the company is at Portsmouth, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

THEODORE S. GARNETT,
LEGH R. WATTS,
Trustees.

D. S. CHERRY,
Superintendent.

Subscribed before me, in the city of Portsmouth, Virginia, by Theodore S. Garnett, trustee, Legh R. Watts, trustee, and D. S. Cherry, superintendent, November 16th, 1886.

G. HATTON,
Notary Public.

SUFFOLK AND CAROLINA RAILROAD CO.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

CHAUNCEY BROOKS,
President.

I, Chauncey Brooks, President of the Suffolk and Carolina railroad company, for himself deposes and says that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

CHAUNCEY BROOKS,
President.

Subscribed and sworn to before me, this 10th day of November, 1886.

JOHN T. MADDOX,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$100,000 00
Amount of capital stock subscribed by others than the state, as by last report	124,000 00
Amount of capital stock now subscribed by others than the state	201,600 00
Amount of capital stock paid in by others than the state, as by last report	124,000 00
Amount of capital stock now paid in by others than the state	201,600 00
Total amount of capital stock now actually subscribed	201,600 00
Total amount of capital stock now actually paid in	201,600 00

CLASSES OF STOCK.

Number of shares	20,0,116
Character	Common.
Par value	$100 00

FUNDED DEBT.

The funded debt due to others than the state by last report	$50,000 00
The funded debt now due to others than the state	112,000 00
The total amount of funded debt now due to the state and others	112,000 00
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.
Amount	$25,000	$25,000	$150,000
Annual rate of interest	Six per cent.		
Interest—when payable	May and November.	March and September.	April and October.
Interest—where payable	Baltimore.	Baltimore.	Baltimore.
Amounts realized, in cash	$25,000	$25,000.	
Nature and char. of security	First mortgage.	Second mortgage.	General mortgage.

NOTES OF EXPLANATION.

Class No. 1.—First mortgage on all property in Virginia.

Class No. 2.—First mortgage on all property in North Carolina, and second mortgage on all property in Virginia.

Class No. 3.—General mortgage on all property in Virginia and North Carolina. $60,000 of these bonds left in hands of trustees to secure the payment of $25,000, each enumerated in first and second.

TABLE C.

CHARACTERISTICS.

Length of the main line of the road between the termini—that is, from Suffolk, Virginia, to Chowan River, North Carolina	40 miles.
Length of road laid	26 miles.
Length of branches laid	5 miles.
Weight of rail per yard on main track	30 lbs.
Number of engine-houses and shops	2
Number of engines	2
Number of first-class passenger cars rated as eight wheel cars	1
Number of second-class cars	2
Number of freight cars	36

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour.	15
Average rate of speed adopted by freight trains, including stops	12

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through prssengers	2⅞ cents.
first-class way passengers	5 cents.
Average rates of fare charged for all classes	3 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	6 cents

NORFOLK SOUTHERN RAILROAD COMPANY.

Line of road—Berkeley, Virginia, to Edenton, North Carolina—73.40 miles. Distance from Berkley, to North Carolina line—22.12 miles. Gauge—4 feet, 8½ inches.

Chartered as Elizabeth City and Norfolk railroad company, January 20, 1870. Name changed by legislative enactment, February 1, 1883.

Principal office and address: Norfolk, Virginia. William H. Phillips, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

M. K. KING,
General Manager.

STATE OF VIRGINIA,
CITY OF NORFOLK, } *ss:*

I, M. K. King, general manager and acting superintendent of operations of the Norfolk Southern railroad company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

M. K. KING,
General Manager.

Subscribed and sworn to before me, this 16th day of November, 1886.

W. B. MARTIN,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$1,000,000
Total amount of capital stock now actually subscribed	1,000,000
Total amount of capital stock now actually paid in	1,000,000

CLASSES OF STOCK.

No. of shares	10,000
Character	Ordinary.
Par value	$100

FUNDED DEBT.

The total amount of funded debt now due to the state and others	2,495,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
Amount	$900,000	$250,000	$1,000,000	$270,000	$75,000
Date of issue	September 1, 1880.	October 1, 1881.	December 30, 1881.	September 1, 1884.	October 1, 1884.
Date of payment	September, 1920.	October, 1921.	January 1, 1970.	September 1, 1920.	October 1, 1921.
Annual rate of interest	Six per cent.	Six per cent.	Six per cent.	Six per cent.	Six per cent.
Interest—when payable	March and Sept.	April and Oct.	When earned.	September.	October.
Interest—where payable	New York city.	New York city.	New York city.	New York city.	New York city.
Amounts realized, viz:					
In cash	$810,000	$250,000	$26,400		
In payment for work or of debts	Balance.	-	Balance.		
Nature and character of security	1st mortgage.	2d mortgage.	Income.		

NOTES OF EXPLANATION.

Class No. 1, Is in form a first mortgage bond. Coupons to and including March 1, 1889, have been funded.

Class No. 2, Has been stamped and is now a second mortgage bond, due October 1, 1921, with interest, funded and waived to and including April, 1889.

Class No. 3, Is a second mortgage, non-cumulative income bond—interest to be paid, if earned, after fixed charges, repairs, renewals, and necessary additional equipment have been provided for.

Class No. 4, Is a funded interest bond of $300, issued in exchange for 10 coupons of first mortgage bonds secured by coupons held by trustees. Coupons yearly $10 each until September 1, 1889, and thereafter $9 each, March and September.

Class No. 5, Is a similar bond issued in lieu of five years' interest on debenture certificates. Coupons $10 each until October 1, 1889, and thereafter $9 each, April and October.

FLOATING DEBT.

The floating debt as per last report	$125,000
The amount now of floating debt	122,500
The average rate per annum of interest on floating debt	6 per cent.

AVERAGE AMOUNT OF FLOATING DEBT.

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.
Average amount of debt	$125,000 00	$125,000 00	$122,500 00	$122,500 00
Average interest	7,071 17		3,532 50	11,500 09

NOTE OF EXPLANATION.

This floating debt is represented chiefly by the company's notes, payable at or before two years after their respective dates. The debt was incurred in the completion of contracts which had been in litigation in installments on additional equipment, and further construction, and supplying deficits in interest.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	140,618 46	140,738 93
For bridges	54,451 51	54,451 51
For superstructure, including iron	465,367 24	500,936 92
For engine and car-houses, machine shops, machinery and fixtures	102,675 36	103,502 38
For land, land damages and fences	58,608 29	59,477 65
For passenger and baggage cars	166,862 82	186,024 23
For engineering and other agencies	131,926 00	131,926 00
Total cost of road and equipment	$1,120,509 68	$1,177,057 62

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Berkley to North Carolina line	22,129 miles.
Length of road laid	22,129 miles.
Length of branches laid—1.24 temporary	2.18 miles.
Weight of rail per yard on main track	45, 50 and 56 lbs.
Number of engines	7
Number of first-class passenger cars rated as eight-wheel cars	4
Number of second-class cars	2
Number of baggage, mail, and express cars	2
Number of freight cars	180

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the straight line is	18,824 miles.
The sum of the curved lines is	3,305 miles.
The whole number of degrees of curvature is	473 degrees.
The average degrees of curvature per mile of the curved part of the road is	143 degrees.
The average degrees of curvature per mile of the whole road is	21.37 degrees.
The maximum radius on the main line is	34,500 feet.
The minimum radius on the main line is 573.7-10 feet for	8-10 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	55,651
Number of miles run by freight trains	59,466
Number of passengers (all classes) carried in cars	44,431
Number of miles traveled by passengers, or number of passengers carried one mile	1,362,857
Number of tons (2,000 pounds) of freight carried in cars	104,598
Total movement of freight, or number of tons carried one mile	5,076,425
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	22
Average rate of speed adopted by freight trains, including stops	11
Average weight in tons of passenger trains, exclusive of passengers and baggage	55¼
Average weight in tons of freight trains, exclusive of freight	241½

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

Cotton	45,642
Wheat	232
Corn—bushels	268,865
Oats	3,340
Eggs	10,190
Hay	534
Shucks	1,606
Cattle, head of	1,532
Hogs, "	7,706
Sheep, "	1,809
Wood, cords of	2,651
Lumber, cords of	3,620,220
Lime and fertilizers—tons	3,409

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	3.1 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	7 cents.
Rate per ton per mile charged on second-class freight	6 cents.
Rate per ton per mile charged on third-class freight	5 cents.
Rate per ton per mile charged on any other freight	3 cents.
Average rate per ton per mile charged on all classes of freight	2.7-10 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Total	$37,313 50

TABLE F.

COST OF REPAIRS OF MACHINERY.

Total cost of repairs of machinery	$24,043 19

TABLE G.

COST OF OPERATING THE ROAD.

Total cost of operating the road	$76,839 09

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$37,313 50
Repairs of machinery	24,043 19
Operating	76,839 09
Totals	$138,195 78

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	42,349 47
From freight	137,301 18
From mail	5,584 52
From other sources	19,103 88
Total earnings	$204,339 05
Payments and Liabilities other than for Construction:	
For transportation expenses, no separate account kept.	
For interest on funded debt	11,500 00
For interest on floating debt	10,603 67

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was,	273
The average number of persons employed during the year was	260

PAYMENTS.

Class No. 4, September 1	$9,000 00
Class No. 5, October 1	2,500 00
On notes and accounts	$10,603 67
Steamers "M. E. Roberts" and "M. E. Dickerman"	$6,258 00
Of floating debts, viz:	
April 3. Note	$1,000 00
June 5. Note	1,000 00
Note	500 00

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees killed.	Others killed.	Others injured.
Jumping on or off the train while in motion	–	–	1
Fell or were thrown from the cars	1		
Run over while walking or standing on the track	–	1	
Total of each class of persons	1	1	1

Total number of persons killed	2
Total number of persons injured, but not killed	1

NOTES OF EXPLANATION.

November 7.—Boy, Manasses Reed, attempting to jump on front of yard engine, Berkley, Va., foot cut off below instep.

November 9.—Brakeman, John Russell. Flat cars were being pushed into siding, the brakeman was lying on his face across end of first car when engine checked motion to permit switch to be opened. Russell was thrown under the front truck which passed over his breast, killing him instantly.

May 18.—Boy, 7 years, attempted to cross track directly in front of train. Was struck and killed.

GROSS EARNINGS, &c.

The gross earnings were	$204,339 05
The expenses include construction and equipment, steel account, interest, &c	191,078 97
The difference applied to betterments in lieu of first mortgage coupons, as per agreement	$13,260 08

OFFICERS OF THE COMPANY.

DIRECTORS:

WILLIAM H. PHILLIPS,
WILLIAM G. DOMINICK,
C. N. HOAGLAND,
JAMES BENEDICT,
GEORGE C. WOOD,
W. H. MALE,
E. W. CORLIES,
H. C. CULLEN, JR.,
A. H. PORTER.

PRESIDENT:

WILLIAM H. PHILLIPS.

TREASURER:

WILLIAM G. DOMINICK.

SECRETARY:

E. W. CORLIES.

SUPERINTENDENT:

M. K. KING.

The principal office and address of the company is at Norfolk, Va.

NORFOLK AND WESTERN RAILROAD CO.

Line of road—Norfolk, Virginia, to Bristol, Tennessee—408.38 miles. Branches laid, 99.9 miles. Gauge, 5 feet.

This company is the successor of the Atlantic, Mississippi and Ohio railroad company, which was a consolidation of the Norfolk and Petersburg railroad company (chartered March 15, 1851—opened in 1852), the South Side (chartered March, 1846—opened 1854), and the Virginia and Tennessee (chartered in 1849—opened in 1857).

On May 3, 1881, the Norfolk and Western railroad company was organized with an authorized capital stock of $25,000,000. On the same day the company took possession of the road, and has since operated it.

Principal office and address: Roanoke, Virginia, and Philadelphia, Penn.

F. J. Kimball, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

WM. G. MACDOWELL,
Comptroller.

STATE OF PENNSYLVANIA,
CITY OF PHILADELPHIA, } *ss:*

I, Rob't W. Smith, treasurer, and I, William G. Macdowell, comptroller of the Norfolk and Western railroad company, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

ROB'T W. SMITH,
WM. G. MACDOWELL.

Subscribed and sworn to before me, this 22d day of November, 1886.

JOHN RODGERS,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter, authorized by articles of consolidation	$29,000,000
Amount of capital stock subscribed by others than the state, as by last report	25,000,000
Amount of capital stock now subscribed by others than the state	25,600,000
Amount of capital stock paid in by others than the state, as by last report	25,000,000
Amount of capital stock now paid in by others than the state	25,000,000
Total amount of capital stock now actually subscribed	25,000,000
Total amount of capital stock now actually paid in	25,000,000

CLASSES OF STOCK.

	No. 1.	No. 2.
Number of shares	180,000	70,000
Character	Preferred.	Common.
Par value	$100	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$17,114,600
The funded debt now due to others than the state	17,884,600
The total amount of funded debt now due to the state and others	17,884,600
The average rate per annum of interest on funded debt now due to others	6.23 per cent

CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
Amount	$496,000	$603,000	$488,300	$452,800	$990,000	$55,500
Date of issue	July 1, 1868.	January, 1869.	January, 1869.	January, 1869.	July 1, 1854.	Various.
Date of payment	July 1, 1893.	January, 87 to 90 and 1900.	January, 87 to 90 and 1900.	Jan'y, 1896 to 1900.	June 30, 1900.	
Annual rate of interest	Eight per cent.	5, 6, and 8 per cent.	5 and 6 per cent.	Six per cent.	Five per cent.	Six per cent.
Interest—when payable	Jan'y and July 1.	Jan'y and July 1.	Jan'y and July 1.	Jan'y and July 1.	Jan'y and July 1.	Jan'y and July 1.
Interest—where payable	New York.	Phila., New York, and Petersburg.	Phila., New York, and Petersburg.	Phila., New York, and Petersburg.	New York.	Lynchburg.
Nature and character of security	2nd mortgage N. & P. R. R. Co.	1st preferred S. S. R. R. Co.	2nd preferred S. S. R. R. Co.	3rd preferred S. S. R. R. Co.	Enlarged mortgage V. & T. R. R. Co.	Preferred stock. Va. & Tenn. R. R

CLASSES OF BONDED OR FUNDED DEBTS—CONTINUED.

	No. 7.	No. 8.	No. 9.	No. 10.	No. 11.	No. 12.
Amount	$1,000,000	$6,699,000	$2,000,000	$525,000	$3,075,000	$1,500,000
Date of issue	March 1, 1866.	May 4, 1881.	May 12, 1882.	January 15, 1884.	February 1, 1884.	December 1, 1884.
Date of payment	March 1, 1900.	May 1, 1931.	April 1, 1932.	January 15, 1894.	February 1, 1934.	December 1, 1924.
Annual rate of interest	Eight per cent.	Six per cent.	Six per cent.	Six per cent.	Six per cent.	Seven per cent
Interest—when payable	Jan'y and July 1.	May and Nov. 1.	April and Oct. 1.	Jan'y and Oct. 15.	Feb. and Aug. 1.	March, June, Sep. and Dec. 1.
Interest—where payable	New York.	Phila. and New Y.	Phila. and New Y.	Philadelphia.	Phila. and New Y.	Phila. and New Y.
Nature and character of security	4th mortgage V. & T. R. R. Co.	General mortgage. N. & W. R. R. Co.	1st mtg. N. & W. R. New River division.	Debenture bonds. N. & W. R. R. Co.	Imp. and extension Bonds N. & W. R. R.	Adjustment Mortgage bonds.

NOTES OF EXPLANATION.

No. 9—is a mortgage upon the property and franchises of the New River division only.

No. 10—$12,500 of these bonds are held by the company to take up outstanding divided scrip not yet presented for conversion into debenture bonds.

Of the above, the following amount is owned and held by the company as an asset. $175,000 Improvement and Extension bonds N. & W. R. R. company.

This company owes $55,000 00 on notes secured by collateral; no other floating debt.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Norfolk, Va., to Bristol, Tenn	408.38 miles.
Length of road laid	408.38 miles.
Length of branches laid	122 8-10 miles.
Weight of rail per yard on main track	56, 60, 67 lbs.
Number of engine-houses and shops	6
Number of engines	108
Number of first-class passenger cars rated as eight-wheel cars	38
Number of second-class cars	21
Number of baggage, mail and express cars	19
Number of freight cars	4,229

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going west) is	7,097.4 feet.
The sum of the ascent (going in the opposite direction) is	5,251.4 feet.
The whole ascent and descent overcome is	12,348.8 feet.
Which is an average per mile of	30.27 feet.
The maximum grade (going west) is, per mile, 79.64 feet, for	0.23 miles.
The maximum grade (going in the opposite direction) is, per mile, 70.50 feet, for	0.32 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	646,935
Number of miles run by freight trains	2,354,695
Number of passengers (all classes) carried in cars	385,450
Number of miles traveled by passengers, or number of passengers carried one mile	18,527,219
Number of tons (2,000 pounds) of freight carried in cars	1,455,205
Total movement of freight, or number of tons carried one mile	378,715,584
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	27
Rate of speed of same when in motion	31
Average rate of express trains, including stops	29
Rate of speed of same when in motion	32
Average rate of speed adopted by freight trains, including stops	11½
Rate of speed of same when in motion	20
Average weight in tons of passenger trains, exclusive of passengers and baggage	163
Average weight in tons of freight trains, exclusive of freight	280

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

CLASSES.	EAST.	WEST.	TOTAL.
	Tons.	*Tons.*	*Tons.*
Wheat	3,002	663	3,665
Corn	7,979	2,991	10,970
Oats	3,393	220	3,613
Rye and barley	103	29	132
Grass and other seeds	205	519	724
Cotton	73,371	177	73,548
Cotton-seed meal, oil, and cake	5,105	3	5,108
Flour	2,508	4,812	7,320
Fruit—Green	1,429	1,295	2,724
Dried	1,898	143	2,041
Hay, straw, and forage	3,367	751	4,118
Peanuts	5,390	2,467	7,857
Tobacco leaf	26,884	4,081	30,965
Tobacco stems	1,437	9	1,446
Tobacco, manufactured	8,879	7,008	15,887
Vegetables	1,717	3,466	5,183
Lumber	66,029	13,333	79,362
Logs	9,429	940	10,369
Bark	5,512	692	6,204
Cord wood	2,278	16,355	18,633
Charcoal	6	2	8
Ties and telegraph poles	408	2,857	3,265
Rough spokes, hubs, staves, &c	16,906	505	17,411
Sumac	3,554	510	4,064
Cattle and calves	16,958	218	17,176
Horses and mules	1,525	292	1,817
Hogs	609	5	614
Sheep and lambs	2,548	44	2,592
Hides, dry and green	520	5,164	5,684
Leather	3,855	974	4,829
Provisions—Bacon, meat, and lard	4,058	4,728	8,786
Butter, eggs, cheese, and fowls	1,890	766	2,656
Wool	182	54	236
Iron ore	30,475	31,608	62,083
Manganese ore	162	98	260
Zinc ore	112	6	118
Copper and other ores	25	21	46
Pig iron	26,723	1,907	28,630
Blooms		4	4
Pig lead, shot, and bar lead	166	254	420
Zinc spelter	870	1	871
Coal—Anthracite	193	2,826	3,019
Bituminous, slack, &c	671,679	19,923	691,602
Coke	48,646	6,933	55,579
Paint-earths, ochre, barytes, &c	1,163	782	1,945
Kaolin, clays, brick, &c	600	2,377	2,977
Limestone	6,325	825	7,150
Marble, slate, and stone (except limestone)	10,862	1,646	12,508
Sand, lime, and cement	1,052	3,598	4,650
Plaster	1,254	3,391	4,645
Petroleum and its products	297	2,334	2,631
Salt	2,944	12,324	15,268
Rails and rail fastenings	319	18,338	18,657
Bar, plate, sheet, and other iron and steel	496	6,072	6,568
Hardware and tin plate	1,510	9,845	11,355
Stoves, tin-ware, and hollow-ware	437	1,924	2,361
Agricultural implements, wagons, &c	953	1,675	2,628
Machinery	726	4,469	5,195
Cars, locomotives, car-wheels, axles, &c	272	5,487	5,759
Boots, shoes, trunks, and hats	323	11,768	12,091
Crockery, glass, and queensware	217	3,185	3,402
Dry goods	4,874	16,660	21,534
Drugs	598	2,134	2,732
Coffee	145	10,441	10,586
Fish	142	4,899	5,041
Groceries and canned goods	1,606	11,915	13,521

CHARACTER AND AMOUNT OF FREIGHT—CONTINUED.

CLASSES.	EAST.	WEST.	TOTAL.
	Tons.	*Tons.*	*Tons.*
Sugar and molasses	1,804	20,356	22,160
Liquors	472	2,144	2,616
Oils, paints, &c., (except petroleum)	644	1,784	2,428
Furniture and household goods	1,718	3,712	5,430
Powder and explosives	42	657	699
Rope, bagging, rags, paper, and waste	1,099	9,162	10,261
Strawboards		21	21
Fertilizers	2,397	19,232	21,629
Wood in shape	3,404	2,287	5,691
Mineral water	91	52	143
Other articles	5,719	3,565	9,284
Totals	1,116,490	338,715	1,455,205

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2½ cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	0.65 cents.

TABLE E.

EXPENSES OF MAINTENANCE OF WAY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Bridges:			
Repairs	$18,183 28		
Other expenses (including watchmen)	808 80		
Buildings	1,781 26		
Fences and cattle guards, repairs	6,371 68		
Incidentals	894 95		
Insurance	1,778 38		
Oil, tallow, waste, &c	777 02		
Removing snow and ice	883 29		
Road-bed, repairs	38,507 60		
Road superstructure:			
Ballast	7,151 05		
Cross-ties	57,809 97		
Frogs and switches	4,318 35		
Rails, iron	263 71		
Rails, steel	16,281 26		
Spikes and splices	9,772 31		
Track, Labor	89,596 77		
Stationery and printing	316 81		
Superintendence	14,760 43		
Tools	3,877 19		
Taxes	74,877 46		
Track watchmen	26,703 44		
Totals	$375,715 01	$81,154 44	$294,560 57

TABLE F.

COST OF MOTIVE POWER.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Engine houses, machine shops, turn-tables, &c.:			
Repairs	6,808 86		
Tools and machinery	2,580 65		
Watchmen, &c	3,320 84		
Supplies and incidentals	3,737 13		
Incidentals	4,507 70		
Insurance	1,601 57		
Locomotives:			
Enginemen and firemen	159,927 61		
Fuel—Coal	130,577 49		
Wood	4,704 48		
Oil, tallow, waste, &c	20,314 98		
Repairs and supplies	117,469 30		
Wipers, watchmen, &c	15,281 47		
Stationery and printing	1,055 30		
Superintendence	3,130 45		
Taxes	9,600 00		
Water, wood, and coal stations	35,916 59		
Totals	$520,534 62	$89,650 03	$430,884 59

COST OF MAINTENANCE OF CARS.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Car shops and sheds:			
Repairs	104 21		
Tools and machinery	1,192 17		
Watchmen, &c	671 70		
Supplies and incidentals	541 11		
Car repairs:			
This company's cars	132,555 89		
Foreign cars	4,981 34		
Incidentals	137 41		
Insurance	3,550 24		
Oil, tallow, waste, &c	10,216 66		
Stationery and printing	282 26		
Superintendence	809 58		
Taxes	9,600 00		
Totals	$164,642 57	$28,492 90	$136,149 67

TABLE G.

COST OF CONDUCTING TRANSPORTATION.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Advertising	$3,437 73		
Car service	8,062 96		
Dispatches	29,385 30		
Foreign agencies	52,462 48		
Incidentals	4,417 05		
Insurance	9,397 82		
Legal expenses	5,296 65		
Loss and damage to persons	13,042 92		
Loss and damage to property	24,665 09		
Mail expenses	913 81		
Removing wrecks	5,163 07		
Repairs to crossing signals	807 07		
Stationery and printing	16,744 45		
Station expenses:			
Agents and assistants	77,499 02		
Labor	90,131 35		
Repairs, rents, and furniture	14,460 40		
Supplies and incidentals	7,763 79		
Superintendence:			
Salaries of officers	25,511 31		
Clerks and office expenses	29,664 59		
Switchmen and signalmen	10,591 18		
Taxes	1,920 00		
Telegraph expenses	23,204 13		
Train expenses:			
Car supplies and incidentals	4,386 43		
Cleaning cars	8,368 99		
Conductors and train hands	152,975 95		
Fuel and light	1,526 45		
Tugs and barges	144 62		
Wharves and docks	10,288 89		
Totals	$632,253 50	$134,657 89	$497,595 61

COST OF GENERAL EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Advertising	$501 62		
Incidentals	6,879 71		
Insurance	34 36		
Legal expenses	14,359 86		
General office expenses:			
Clerks and attendants	49,006 97		
Rents and furniture	6,579 68		
Salaries of officers	40,681 75		
Stationery and printing	5,646 60		
Supplies and incidentals	11,238 22		
Totals	$134,928 77	$28,825 18	$106,103 59

RECAPITULATION OF EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Conducting transportation	$632,253 50	$134,657 89	$497,595 61
Motive power	520,534 62	89,650 03	430,884 59
Maintenance of cars	164,642 57	28,492 90	136,149 67
Maintenance of way	375,715 01	81,154 44	294,560 57
General expenses	134,928 77	28,825 18	106,103 59
Totals	$1,828,074 47	$362,780 44	$1,465,294 03

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$463,529 23
From freight	2,476,644 80
From mail	69,103 84
From other sources	109,066 99
Total earnings	$3,118,344 86

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was..	3,003
The average number of persons employed during the year, was.....	2,346

PAYMENTS.

For interest on funded debt.....	$1,071,536 11

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Killed.	Employees Injured.	Passengers Killed.	Passengers Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion.....	–	5	2	1	–	7
Fell or were thrown from the cars.....	4	6	1	–	–	2
Collision of trains.....	–	8				
Trains thrown from the track.....	–	2				
Run over while walking or standing on the track.....	2	2	–	–	10	4
Killed or injured at road crossings.....	–	–	–	–	1	
At work or standing by trains.....	2	62				
Struck by lumber falling from car.....	–	–	–	–	1	1
Fell from gallows-frame draw-bridge.....	–	1				
Fell through bridge while walking over it.....	–	–	–	–	–	1
Stealing a ride.....	–	–	–	–	–	1
Total of each class of persons.....	8	86	3	1	12	16

Total number of persons killed.....	23
Total number of persons injured, but not killed.....	103

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

EASTERN DIVISION.

Date.	Place.	Name.	Occupation.	Question.	Extent of Injuries.
1885—October 10	Norfolk	Thos. Rutter	Yard conductor	132	Bone of left wrist broken.
October 10	Farmville	Geo. Moore	Colored boy	132	Foot mashed.
November 15	142d mile post	Hy. Davis	Freight brakeman	133	Leg cut.
November 24	Burkeville	B. R. Hill	Clerk	139	Right arm injured.
December 4	Suffolk	S. Fitzgerald	Freight brakeman	132	Leg mashed.
December 4	Suffolk	Rich. Boon	Freight brakeman	139	Right arm injured.
December 4	Norfolk	H. Davis	Yard brakeman	139	Squeezed badly.
December 7	Norfolk	H. Powell	Citizen	137	Hips and legs injured.
December 10	Wakefield	Ben. Golden	Freight brakeman	139	Arm bruised.
December 17	Petersburg yard	P. Webb	Yard brakeman	139	Finger and thumb mashed.
December 29	Norfolk	C. Callonna	Tresspasser	132	Shaken up.
December 29	Petersburg	Ed. Charles		137	Killed.
1886—January 8	Petersburg	Geo. Jones	Freight brakeman	139	Finger mashed.
January 18	Nottoway	A. Parham	Material train hand	139	Squeezed.
January 26	202d mile post	L. Grigg	Freight brakeman	132	Killed.
January 29	Petersburg	J. Parker	Tramp	141	Killed.
January 29	Petersburg	D. Williams	Colored boy	141	Injured slightly.
February 1	Concord	M. Giles	Freight brakeman	139	Finger mashed.
February 13	Norfolk	A. Harris	Freight brakeman	139	Flesh and two fingers lacerated.
March 6	134th mile post	C. Haines	Tramp	137	Killed.
April 16	Norfolk	C. B. Mitchell	Painter	141	Bruised and shaken up.
April 16	111th mile post	W. Wright	Material train hand	141	Ankle fractured.
April 22	Petersburg coal wharf	Dick Taylor	Laborer	132	Two toes mashed.
April 22	Davis Mill	A. Woodson		141	Two ribs broken.
May 14	Petersburg yard	Geo. Hight	Yard brakeman	139	Killed.
May 21	Suffolk	Jerry Green	Colored man	141	Leg crushed.
June 1		C. Valentine	Section hand	139	Eye injured.
June 28	Wakefield	Jno. Baily	Colored man	133	Bruised.
July 3	168th mile post	A. Scott	Freight brakeman	139	Wrist broken.
July 10	Concord	N. Thornton	Section hand	133	Ankle broken and bruised.
July 13	117th mile post	J. A. Akers	Engineer	134	Shaken up.
July 13	117th mile post	Jas. Sanaford	Engineer	134	Shaken up.
July 13	117th mile post	Wm. Smith	Fireman	134	Scalp wound.

STATEMENT OF INJURIES TO LIFE AND LIMB—CONTINUED.

EASTERN DIVISION.

DATE.	PLACE.	NAME.	OCCUPATION.	QUESTION.	EXTENT OF INJURIES.
1886—July 13	117th mile post	Ben. Golden	Freight brakeman	134	Ankle sprained.
July 20	Wellville	S. Brown	Material train hand	139	Badly squeezed.
August 5	S. & R. crossing	E. Carr	Colored man	138	Killed.
August 20	Norfolk yard	Sol. Graves	Freight brakeman	139	Badly squeezed.
August 21	Nottoway	F. Goode	Freight brakeman	139	Finger mashed.
September 9	James River Siding	Unknown	Colored boy	137	Killed.
September 17	Petersburg	Geo. Thereatt	Section hand	139	Toe injured.
September 25	Wilson	T. Thornton	Freight brakeman	133	Killed.
September 26	Norfolk	C White	Section hand	139	Leg broken.
September 29	Norfolk	T. Rutter	Yard conductor	139	Fingers mashed.
September 29	135th mile post	Hy. Davis	Freight brakeman	134	Head cut.

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

WESTERN AND NEW RIVER DIVISIONS.

Date.	Place.	Name.	Occupation.	Question.	Extent of Injuries.
1885—October 8	Bristol	Archie Bouldin	Track hand	137	Killed.
October 20	Lynchburg	B. Ames	Tramp	137	Killed.
1886—February 1	Grubbs	C. H. Keffer	Conducter	133	Killed.
February 25	Rural Retreat	Anderson Harper	Brakeman	133	Killed.
March 14	290th mile post	Wm. Mathews	Passenger	132	Killed.
April 3	43d mile post	Green Lefler	Track hand	139	Killed.
April 30	Central	Wm. Mann	Citizen	137	Killed.
May 18	405th mile post	Unknown	Passenger	133	Killed.
June 9	390th mile post	Unknown		137	Killed.
June 24	Vinton	A. W. Carner	Citizen	137	Killed.
July 14	Marion	Ed. Ballow		137	Killed.
August 8	Big Spring	David Booker	Passenger	132	Killed.
August 12	Central	Floyd Brown	Brakeman	137	Killed.
August 18	20th mile post	Unknown man		137	Killed.
September 20	Wallace's	Unknown woman	Passenger	137	Killed.
1885—October 7	Roanoke	Wyatt Davenport	Brakeman	139	Hand mashed.
October 8	Central	Ben. McGhee	Brakeman	136	Hand mashed.
October 15	Roanoke	Thos. Bennett	Citizen	137	Bruised.
October 19	Lynchburg	Wm. Jones	Wood chopper	139	Thigh broken.
October 20	Central	Elijah Underwood	Brakeman	134	Bruised.
October 23	64th mile post	C. P. Fisher	Brakeman	139	Thigh broken.
October 28	Marion	C. R. Charlton	Brakeman	133	Bruised.
November 9	Buffords	Phil Oter	Brakeman	139	Hand mashed.
November 15	Dublin	Chas. Moton	Brakeman	139	Arm mashed.
1886—January 9	Central	J. P. Kelly	Machinist	139	Leg broken.
January 11	Adairs	A. J. Heam	Brakeman	139	Hand mashed.
January 19	53d mile post	Warner Saunders	Brakeman	139	Thigh broken.
February 2	Wytheville	W. W. Jonnson	Brakeman	139	Hand mashed.
February 3	Wenonah	J. A. Waskey	Engineman	134	Bruised.
February 3	Wenonah	J. Willer	Fireman	134	Bruised.
February 11	Roanoke	Loyd Cheatham	Brakeman	133	Foot mashed off.
February 13	74th mile post	Chas. Bell	Track hand	139	Arm crushed.
February 15	Mullins	Wm. Martin	Brakeman	139	Foot mashed.
February 20	Big Spring	Jno. Clark	Brakeman	133	Leg cut off.
February 24	Lynchburg	Gordon McGhee	Brakeman	139	Hand mashed.
February 22	Roanoke	Caleb Anderson	Brakeman	139	Hand mashed.
March 8	New River	J. D. Abell	Citizen	137	Bruised.
March 29	Pocahontas	Jno. Waller	Brakeman	139	Hand mashed.
March 31	Roanoke	Jno. Hale	Brakeman	139	Bruised.
April 3	Pocahontas	Thomas Bowles	Brakeman	139	Arm mashed.
April 20	Lynchburg	E. Elliott	Engineman	137	Foot mashed.

STATEMENT OF INJURIES TO LIFE AND LIMB—CONTINUED.

WESTERN AND NEW RIVER DIVISIONS.

DATE.	PLACE.	NAME.	OCCUPATION.	QUESTION.	EXTENT OF INJURIES.
1886—April 22	Lynchburg	H. O. Smith	Machinist	139	Hand mashed.
April 25	Salem	Jordon Monroe	Brakeman	139	Arm mashed.
April 29	Pocahontas	Chas Berry	Brakeman	139	Hand mashed.
May 1	Pocahontas	A. W. Rose	Brakeman	139	Hand mashed.
May 6	Salem	Chas. Patterson	Laborer	139	Bruised.
May 7	Roanoke	Jas. Whiteley	Brakeman	139	Hand mashed.
May 11	Bel. Spring	H. Johnson	Brakeman	133	Leg cut off.
May 14	Blue Ridge	Jas. Noel	Brakeman	139	Hand mashed.
May 17	Pulaski	Wm. Campbell	Brakeman	135	Leg broken.
May 17	Pulaski	Alf. Austin	Brakeman	135	Leg broken.
May 19	New River 11 mile post	Geo. Austin	Brakeman	139	Arm mashed.
June 5	New River 32 mile post	H. Ingram	Brakeman	139	Arm mashed.
June 7	Dublin	F. F. Blanchard	Conductor	139	Arm mashed.
June 9	Bonsacks	Morris Taylor	Brakeman	139	Hand mashed.
June 18	Lynchburg	M. M. Marsh	Machinist	139	Bruised.
June 26	Central	Jas. Fisher	Switchman	139	Head and shoulders cut.
July 16	Pocahontas	J. W. Branscome	Brakeman	132	Foot mashed.
July 23	Pocahontas	Rob't Woodyard	Yard conductor	139	Hand mashed.
July 29	Goode	Willis Harris	Brakeman	139	Hand mashed.
July 26	Pocahontas	J. L. Pruette	Brakeman	139	Foot mashed.
August 4	Lynchburg	Is. Ligon	Boy (colored)	137	Foot mashed.
August 7	Liberty	Spencer	Citizen	137	Bruised.
August 14	Pulaski	R. S. Dudley	Engineman	139	Arm mashed off.
August 16	Clark's	Jno. Calloway	Brakeman	139	Leg broken.
August 17	Forest	Stanley Jones	Passenger	132	Bruised.
August 24	New River 61 mile post	Unknown	Tramp	133	Leg broken.
August 26	226th mile post	Jno. Kyle	Brakeman	132	Bruised.
August 29	Central	Jno. Potterfield	Brakeman	139	Hand mashed.
September 1	New River 44 mile post	Jno. Turner	Watchman	137	Badly bruised.
September 1	Central	Jordon Peters	Brakeman	139	Hand mashed.
September 2	New River 64 mile post	Jno. Street	Tramp	132	Foot mashed.
September 7	Lynchburg	Henry Brewing	Ex-employee	132	Foot mashed.
September 8	Christiansburg	Harry Glanders	Laborer	139	Hand mashed.
September 7	Central	H. G. Chumbly	Brakeman	139	Hand mashed.
September 13	Central	Geo. Whitworth	Fireman	132	Foot mashed.
September 13	New River 61 mile post	J. F. Buttery	Fireman	139	Hand mashed.
September 17	Lynchburg	J. F. King	Conductor	139	Head cut.
September 18	Roanoke	Willis Harris	Brakeman	139	Arm mashed.
September 20	Blue Ridge	R. T. Meek	Brakeman	139	Bruised.
September 24	F. J Mines	Geo. Adams	Citizen	132	Foot mashed.
September 27	Halsey	J. Hunter	Tramp	132	Leg broken.

STATEMENT OF THE AMOUNT CHARGED TO CONSTRUCTION AND EQUIPMENT.

Bridges	$63,789 96
Buildings for:	
Conducting transportation	13,114 07
Motive power	4,849 88
Maintenance of way	204 80
Equipment	84,116 06
Engineering	13,061 44
Fences and cattle guards	1,289 74
Miscellaneous	6,221 80
Real estate	1,372 55
Right of way	215 58
Road bed	77,774 99
Road superstructure:	
Ballast	4,507 97
Cross-ties	20,609 84
Frogs and switches	9,423 74
Rails, iron	11,663 03
Rails, steel	89,572 19
Spikes and splices	2,040 03
Labor	18,727 24
Telegraph lines	23 00
Tools and machinery	1,132 13
Turn-tables	4,410 33
Wharves and docks	553 75
Total	428,614 12

GROSS EARNINGS.

The gross earnings were	$3,118,344 86
The expenses	1,828,074 47
The net revenue	1,290,270 39

OMITTED IN REPORT.

Number of tunnels	5
Aggregate length of tunnels	1,977 feet.
Greatest length of tunnels	760 feet.
Average length of tunnels	395 feet.

OFFICERS OF THE COMPANY.

DIRECTORS:

CLARENCE H. CLARK,	ROBERT B. MINTURN,
FREDERICK J. KIMBALL,	SAMUEL A. CROZER,
CHARLES HACKER,	A. J. DULL,
EDWARD W. CLARK,	WILLIAM C. HOUSTON, JR.
JOSEPH I. DORAN,	UPTON L. BOYCE,
RICHARD S. BROCK,	WALTER H. TAYLOR,

ROBERT FLEMING.

PRESIDENT:

FREDERICK J. KIMBALL.

VICE-PRESIDENT:

CHARLES G. EDDY.

TREASURER:

ROBERT W. SMITH.

SECRETARY:

A. J. HEMPHILL.

CHIEF ENGINEER:

W. W. COE.

GENERAL MANAGER:

JOSEPH H. SANDS.

COMPTROLLER:

WILLIAM G. MACDOWELL.

The principal office and address of the company is at Roanoke, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

ROBERT W. SMITH,
WM. G. MACDOWELL.

NORFOLK TERMINAL RAILROAD COMPANY.

Line of road—Junction with Norfolk and Western railroad to Lambert's Point—5.3 miles.

Chartered March 6, 1882. The charter authorizes the ownership of lands, the construction and operation of a line of railroad, the building and operating of wharves, storehouses, cotton presses, and grain elevators, and gives power to consolidate with the Norfolk and Western railroad.

Principal office and address: Norfolk, Virginia. F. J. Kimball, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

WM. G. MACDOWELL,
Comptroller.

STATE OF PENNSYLVANIA,
CITY OF PHILADELPHIA, } ss:

I, Robert W. Smith, treasurer, and I, William G. MacDowell, comptroller of the Norfolk Terminal company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

ROBERT W. SMITH,
WM. G. MACDOWELL.

Subscribed and sworn to before me, this 22d day of November, 1886.

JOHN RODGERS,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$5,000,000 00
Amount of capital stock now subscribed by others than the state	323,300 00
Amount of capital stock now paid in by others than the state	322,026 00
Total amount of capital stock now actually subscribed	323,300 00
Total amount of capital stock now actually paid in	322,026 00

CLASSES OF STOCK.

Number of shares	3,233
Par value	$323,300
Cash realized	$322,026

FUNDED DEBT.

The funded debt now due to others than the state	441,000 00
The total amount of funded debt now due to the state and others	441,000 00
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$441,000.
Date of issue	November 28, 1883.
Date of payment	February 1, 1934.
Annual rate of interest	6 per cent.
Interest—when payable	February and August 1.
Interest—where payable	Philadelphia.
Amount realized in cash	$441,000.
Nature and character of security	1st mortgage coupon bonds.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	14,231 36	278 92
For bridges	11,657 72	1,309 77
For superstructure, including iron	47,868 26	5,953 59
For engineering	15,312 09	2,400 39
Telegraph lines	297 65	
For land, land damages and fences	32,748 24	2,036 00
Miscellaneous	45,971 23	5,902 52
For coal pier and docks	197,658 64	16,521 77
Total cost of road and equipment	$365,745 19	$34,402 96

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Junction with Norfolk and Western railroad to water end of coal pier, Lambert's Point*	5 3-10 miles.
Length of road laid	5 3-10 miles.
Weight of rail per yard on main track	56 lbs.
*Length of main line to shore end of coal pier, is	4 8-10 miles.
Length of coal pier	5-10 miles.
Total as above	5 3-10 miles.

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents going from Norfolk to Lambert's Point, is	7 feet.
The sum of ascents going in the opposite direction, is	7 feet.
The whole ascent and descent overcome, is	14 feet.
Which is an average per mile of	2.64 feet.
The maximum grade going ——, is, per mile, 14.52 feet for	.48 miles.
The maximum grade going in the opposite direction, is, per mile, 21.12 feet for	.19 miles.
The sum of the straight line is	44 miles.
The sum of the curved lines is	0.9 miles.
The whole number of degrees of curvature is	210.02 degrees.
The average degrees of curvature per mile of the curved part of the road is	233.20 degrees.
The average degrees of curvature per mile of the whole road is	39.38 degrees.
The maximum radius on the main line is	2,865 feet.
The minimum radius on the main line is 574 feet for	.09 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The road is operated by the Norfolk and Western railroad company as per resolution of the Board of Directors adopted April 23, 1885.

The operations are therefore merged into and are reported to the Board of Public Works of Virginia as part of those of the Norfolk and Western railroad company for the current year.

[This note applies also to tables E, F, G, H, and I.]

OFFICERS OF THE COMPANY.

DIRECTORS:

F. J. KIMBALL, WILLIAM C. BULLITT,
JOSEPH I. DORAN, C. H. CLARK,
WILLIAM LAMB, E. W. CLARK,
A. J. HEMPHILL.

PRESIDENT:
F. J. KIMBALL.

TREASURER:
ROBERT W. SMITH.

SECRETARY:
A. J. HEMPHILL.

CHIEF ENGINEER:
W. W. COE.

GENERAL MANAGER:
JOSEPH H. SANDS.

COMPTROLLER:
WILLIAM G. MACDOWELL.

The principal office and address of the company is at Norfolk, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

ROB'T W. SMITH,
Treasurer.

WM. G. MACDOWELL.
Comptroller.

POTOMAC RAILROAD COMPANY.

Line of road—Quantico to Richmond, Fredericksburg and Potomac junction—1.07 miles.

Opened May 1, 1872. Leased by Richmond, Fredericksburg and Potomac railroad.

Principal office and address: Richmond, Virginia. E. T. D. Myers, Superintendent.

I, J. B. Winston, treasurer, and I, E. T. D. Myers, general superintendent of operations of the Potomac railroad company, each for himself, deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

J. B. WINSTON,
Treasurer.

E. T. D. MYERS,
General Superintendent.

Subscribed and sworn to before me, this 20th day of November, 1886.

J. R. V. DANIEL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$200,000
Amount of capital stock subscribed by others than the state, as by last report	100,000
Amount of capital stock now subscribed by others than the state	100,000
Amount of capital stock paid in by others than the state, as by last report	2,000
Amount of capital stock now paid in by others than the state	2,000
Total amount of capital stock now actually subscribed	100,000
Total amount of capital stock now actually paid in	2,000

CLASSES OF STOCK.

Number of shares	2,000
Character	Common.
Par value	$100
Cash realized	2,000

NOTES OF EXPLANATION.

The entire indebtedness of the company, as below stated, consists of loans and advances made to it by the Richmond, Fredericksburg and Potomac railroad company, and is payable upon six months' notice from either company to the other.

FUNDED DEBT.

The funded debt due to others than the state by last report	$120,851 61
The funded debt now due to others than the state	120,851 61
The average rate per annum of interest on funded debt now due to others	6 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$80,851 61	$80,851 61

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from the end of the Richmond, Fredericksburg and Potomac railroad to Quantico	1.07 miles.
Length of road laid	1.07 miles.
Weight of rail per yard on main track	53 lbs.

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going north) is	15 feet.
The sum of the ascents (going in the opposite direction) is	30 feet.
The whole ascent and descent overcome is	45 feet.
Which is an average per mile of	22.50 feet.
The maximum grade (going north) is, per mile, 31 feet, for	2 miles.
The maximum grade (going in the opposite direction) is, per mile, 53 feet, for	2 miles.
The sum of the straight line is	1 mile.
The sum of the curved lines is	0.7 miles.
The whole number of degrees of curvature is	160 degrees.
The average degrees of curvature per mile of the curved part of the road is	229 degrees.
The average degrees of curvature per mile of the whole road is	94 degrees.
The maximum radius on the main line is	5,730 feet.
The minimum radius on the main line is, 573 feet, for	0.15 miles.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

As this company's road has been, ever since its completion, leased to the Richmond, Fredericksburg and Potomac railroad company for no other compensation than the interest on the loans and advances made by that company, and the obligation to keep their company's property in complete repair, this company has therefore no income or expenses to report.

OFFICERS OF THE COMPANY.

DIRECTORS:

JAS. ALFRED JONES, JOHN L. MARYE,
EDWARD COHEN, E. T. D. MYERS,
SKIPWITH WILMER.

PRESIDENT:

CHARLES CHAUNCEY.

TREASURER AND SECRETARY:

J. B. WINSTON.

ENGINEER AND SUPERINTENDENT:

E. T. D. MYERS.

The principal office and address of the company is at Richmond, Henrico Co., Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

J. B. WINSTON,
Treasurer.

E. T. D. MYERS,
General Superintendent.

RICHMOND, FREDERICKSBURG AND POT. & R. & P. R. R. CON. CO.

Line of road—In Richmond, Va.—1.25 miles. Gauge four feet eight and a half inches. This road was opened August, 1867.

Principal office and address: Richmond, Virginia. E. T. D. Myers, President.

I, E. T. D. Myers, president, and I, J. B. Winston, treasurer of the Richmond, Fredericksburg and Potomac and the Richmond and Petersburg railroad connection company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

E. D. T. MYERS,
President.

J. B. WINSTON,
Treasurer.

Subscribed and sworn to before me, this 20th day of November, 1886.

J. R. V. DANIEL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$200,000
Amount of capital stock subscribed by others than the state, as by last report	200,000
Amount of capital stock now subscribed by others than the state	200,000
Amount of capital stock paid in by others than the state, as by last report	140,000
Amount of capital stock now paid in by others than the state	140,000
Total amount of capital stock now actually subscribed	200,000
Total amount of capital stock now actually paid in	140,000

CLASSES OF STOCK.

No. of shares	2,000
Character	Guaranteed.
Par value	$100
Cash realized	$140,000

FLOATING DEBT.

The floating debt as per last report	$7,000
The amount now of floating debt	7,000
The average rate per annum of interest on floating debt	5 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	$83,529 38	$83,529 38
For bridges	4,122 08	4,122 08
For superstructure, including iron	15,777 95	15,777 95
For land, land damages and fences	23,486 93	23,486 93
Other expenses	6,478 33	6,478 33
For engineering and other agencies	6,582 65	6,582 65
Total cost of road and equipment	$139,977 32	$139,977 32

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Richmond, Va., to terminus	1¼ miles.
Length of road laid	1¼ miles.
Weight of rail per yard on main track	56 lbs.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Receipts:	
From passengers	$10,883 17
From freight	4,553 65
From other sources	561 55
Cash on hand 30th September, 1885	7,442 23
Total receipts	$23,440 60
For transportation expenses, viz:	
For passenger, freight, and other business	$706 27
Real estate	260 85
For interest on floating debt	274 17
For dividends	14,000 00
Cash on hand 30th September, 1886	8,199 31
Total transportation expenses	$23,440 60

DIVIDENDS.

Of $3 50 per share made 1st November, 1885	$7,000
Of $3 50 per share made 1st May, 1886	7,000

OFFICERS OF THE COMPANY.

DIRECTORS:

W. W. CRUMP, F. R. SCOTT,
W. K. MARTIN, J. P. BRINTON,
CHARLES ELLIS.

PRESIDENT:

E. T. D. MYERS.

TREASURER AND SECRETARY:

J. B. WINSTON.

ENGINEER AND SUPERINTENDENT:

E. T. D. MYERS.

The principal office and address of the company is at Richmond, Henrico county.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. T. D. MYERS,
President.

J. B. WINSTON,
Treasurer.

POTOMAC, FREDERICKSBURG, & PIEDMONT R. R. CO.

Line of road built—Fredericksburg to Orange Courthouse, Virginia—38 miles. Gauge 3 feet.

Occupies the line of the old Fredericksburg and Gordonsville railroad. Road opened April 4, 1874; came under control of the present company May 13, 1878.

Principal office and address: Fredericksburg, Va. L. Harry Richards, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

W. H. RICHARDS,
General Manager.

STATE OF VIRGINIA,
CORPORATION OF FREDERICKSBURG, } *ss:*

I, L. Harry Richards, president, and I, W. H. Richards, acting superintendent of operations of the Potomac, Fredericksburg and Piedmont railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of their knowledge and belief.

L. HARRY RICHARDS,
President.

W. H. RICHARDS,
General Manager.

Subscribed and sworn to before me, this 16th day of November, 1886.

A. B. BOTTS,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$1,468,000
Amount of capital stock subscribed by the state, as by last report	272,000
Amount of capital stock subscribed by others than the state, as by last report	1,196,000
Amount of capital stock now subscribed by others than the state	1,196,000
Total amount of capital stock now actually subscribed	1,468,000

CLASSES OF STOCK.

Number of shares	14,680
Par value	$100
Cash realized	Unknown.

FUNDED DEBT.

The funded debt due to others than state by last report	$169,000
The funded debt now due to others than the state	169,000
The total amount of funded debt now due to the state and others	169,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$58,000	$250,000
Date of issue	April 15, 1878.	June 10, 1878.
Date of payment	April 15, 1893.	June 10, 1908.
Annual rate of interest	Six per cent.	Six per cent.
Interest—when payable	April and Oct. 15.	June and Dec. 10.
Interest—where payable	Fredericksburg.	Fredericksburg.
Amounts realized, viz:		
In payment for work or of debts	$58,000	$111,000
Nature and character of security	1st mortgage.	2d mortgage.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	541,982 00	541,982 00
For bridges	7,533 69	7,533 69
For superstructure, including iron	271,246 94	271,314 40
For passenger and freight stations, buildings and fixtures	4,341 28	4,364 43
For land, land damages and fences	18,900 10	18,900 10
For locomotives and fixtures and snow-plows	12,840 00	12,840 00
For passenger and baggage cars	5,700 00	5,700 00
For freight and other cars	8,530 40	8,530 40
For engineering and other agencies	109,500 00	109,500 00
Total cost of road and equipment	$980,574 41	$980,665 02

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Potomac river to Rawley Springs	154
Length of road laid	38
Weight of rail per yard on main track	64, 56, 45, 40, and 30 lbs.
Number of engine-houses and shops	1
Number of engines	2
Number of first-class passenger cars rated as eight-wheel cars	1
Number of baggage, mail, and express cars	1
Number of freight cars	37

GRADIENTS, ALLIGNMENT AND ELEVATIONS.

The sum of the ascents going west, is	972 feet.
The sum of ascent going in the opposite direction, is	507 feet.
The whole ascent and descent overcome is	1,479 feet.
Which is an average per mile of	38 9.10 feet.
The maximum grade going west, is, per mile, 96 feet for	20.100 mile.
The maximum grade going in the opposite direction, is, per mile, 105 feet for	13.100 mile.
The sum of the straight line is	29½ miles.
The sum of the curved lines is	8½ miles.
The whole number of degrees of curvature is	1,830 degrees.
The average degrees of curvature per mile of the curved part of the road is	215.3-10 degrees.
The average degrees of curvature per mile of the whole road is	38.5-10 degrees.
The maximum radius on the main line is	11,460 feet.
The minimum radius on the main line is 955 feet for	0.13 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains	26,038
Number of miles run by freight trains	26,724
Number of passengers (all classes) carried in cars	7,527
Number of miles traveled by passengers, or number of passengers carried one mile	156,551
Number of tons (2,000 pounds) of freight carried in cars	254,373
Total movement of freight, or number of tons carried one mile	565,264
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	13
Rate of speed of same when in motion	18
Average rate of speed adopted by freight trains, including stops	10
Rate of speed of same when in motion	12
Average weight in tons of passenger trains, exclusive of passengers and baggage	35
Average weight in tons of freight trains, exclusive of freight	51

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Outward.	Inward.
	Pounds.	*Pounds.*
Pig iron	–	5,868
Coal	211,529	700
Salt	168,850	230
Leaf tobacco	3,676	85,648
Manufactured tobacco	–	550
Wheat	3,741	2,228,262
Corn	20,619	73,886
Oats	11,281	12,728
Rye	–	1,006
Bacon	50,493	19,943
Butter	400	3,449
Eggs	100	96,858
Dried fruit	19,318	94,917
Hay	6,798	228,373
Sumac	–	573,763
Wool	863	7,249
Other articles	4,606,839	341,217
Cattle	60,850	32,000
Calves	6,650	1,500
Hogs	2,196	11,646
Sheep	–	15,600
Wood	70,000	6,184,115
Bark	–	548,904
Lumber	164,000	34,552,375
Flour	236,090	44,221
Whiskey	9,917	5,450
Lime	50,020	230
Tar	640	
Total tonnage of all classes of freight	2,852,870	22,585,688

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	3.37 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	4.58 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway	5,574 77
Repairs of buildings	206 00
Insurance on property and buildings	63 19
Taxes on real estate	1,251 22
Total	$7,095 18

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	196 08
Repairs of passenger, mail and baggage cars	413 31
Repairs of freight cars	343 68
Insurance on machinery	97 58
Total	$1,050 65

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c.	$248 52
Agents	1,440 00
Labor, loading and unloading freight	92 35
Porter and watchmen	996 88
Conductors and baggagemen	782 50
Brakemen	732 73
Enginemen and firemen	1,971 59
Fuel used—302 1680-2240 tons of coal	1,133 07
691 pounds of waste used	59 72
Loss and damage of goods and baggage, injuries to persons, damages to property, for salaries, for office and law expenses	11,651 36
Total	$19,108 72

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$7,095 18
Repairs of machinery	1,050 65
Operating	19,108 72
Total	$27,254 55

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$5,278 55
From freight	25,893 31
From mail	1,667 28
For other business	6,818 80

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was	48
The average number of persons employed during the year was	40

PAYMENTS.

For the interest	$6,818 80

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees injured:	
Fell or were thrown from the cars	1
Total number of persons injured, but not killed	1

NOTE OF EXPLANATION.

August 28, 1886.—Cornelius Briggs, (colored), repair-man on road, jumped or fell from car at Tinder's station and had foot caught under car wheel, badly brusing the same.

STATEMENT OF THE AMOUNT CHARGED TO CONSTRUCTION AND EQUIPMENT.

Total amount thus charged	$90 61
Applied to the following objects, viz:	
Track	67 46
Buildings	23 15

GROSS EARNINGS.

The gross earnings were	$32,839 14
The expenses	27,254 55
The net revenue	5,584 59

HOW DISTRIBUTED.

	Gross earnings.	Expenses.	Net revenue.
First-class passengers	527,855 00		
First-class freight	2,589,331 00		
Mail	166,728 00		
Totals	$3,283,914 00	$2,725,455 00	$558,459 00

The length of the road unfinished is 116 miles.

OFFICERS OF THE COMPANY.

DIRECTORS:

L. HARRY RICHARDS, W. H. RICHARDS,
R. L. HAYES, C. H. MASON.

PRESIDENT:

L. HARRY RICHARDS.

TREASURER AND GENERAL MANAGER:

W. H. RICHARDS.

SECRETARY PRO TEM.:

S. G. DANIEL.

The principal office and address of the company is at Fredericksburg, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

L. HARRY RICHARDS,
President.

W. H. RICHARDS,
General Manager.

RICHMOND & MECKLENBURG RAILROAD COMPANY.

Line of road—Keysville to Clarksville, Virginia—31.5 miles.

Owned by Richmond and West Point Terminal railway and warehouse company.

Principal office and address: Clarksville, Va. J. B. McPhail, Jr., President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

A. S. DUNHAM,
Comptroller.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } *ss:*

I, A. S. Dunham, comptroller, and I, E. B. Thomas, general manager of the Richmond and Mecklenburg railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

E. B. THOMAS,
A. S. DUNHAM.

Subscribed and sworn to before me, this 18th day of December, 1886.

K. KEMPER,
Notary Public.

FUNDED DEBT.

The funded debt due to others than the state by last report	$315,000
The funded debt now due to others than the state	315,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	315,000
Date of issue	1883 and 1884.
Date of payment	1921.
Annual rate of interest	6 per cent.
Interest—when payable	May and November.
Nature and character of security	1st mortgage.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Keysville to Clarksville, Va	31.58 miles.
Length of road laid	31.58 miles.
Weight of rail per yard on main track	40 lbs.
Number of engines	1
Number of second-class cars, combined passenger and baggage	1
Number of freight cars—box, 2; flat, 4; gondola, 6	12

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains (mixed)	8,523
Number of passengers (all classes) carried in cars	8,415
Number of miles traveled by passengers, or number of passengers carried one mile	155,648
Number of tons (2,000 pounds) of freight carried in cars	19,134
Total movement of freight, or number of tons carried one mile	371,730
Average rate of speed adopted by ordinary passenger trains (including stops) miles per hour	16
Rate of speed of same when in motion	20
Average rate of speed adopted by freight trains, including stops	16
Rate of speed of same when in motion	20
Average weight in tons of passenger trains, exclusive of passengers and baggage; average weight in tons of freight trains, exclusive of freight (mixed)	91

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	4.46 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	6.29 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance of roadway:	
Bridges and trestles, repairs of	$152 90
Cars—road, repairs of	188 10
Cross-ties and switch-sills	55 93
Depot grounds and platforms, repairs of	7 50
Frogs and switches, repairs of	51 02
Fences and cattle-guards, repairs of	1 66
Road-bridges and crossings, repairs of	101 18
Road-bed, repairs of	3,673 63
Road-engines, repairs of	38 36
Supervisors and clerks	70 00
Telegraph, repairs of	26 53
Tools and repairs of tools, road-bed	34 95
Tools and repairs of tools, track	93 32
Track, repairs of	211 26
Turn-tables, repairs of	4 85
Insurance	30 19
Total	$4,741 38

TABLE F.

COST OF REPAIRS OF MACHINERY.

Motive power:	
Engineers and firemen	$1,658 70
Fuel for locomotives—wood and coal	795 33
Locomotive engines, repairs of	406 03
Oil and tallow for engines	133 87
Rent of engines	348 49
Waste and packing for engines	29 35
Water, wood, and coal stations—Expenses of	344 97
Repairs of	36 71
Insurance	54 00
Total	$3,807 65
Maintenance of cars:	
Cars—Passenger, repairs of	$115 70
Freight, repairs of	13 24
Insurance	30 00
Total	$158 94

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportation:	
Agents, assistants, and clerks at stations	$2,367 00
Brakemen	339 00
Car service	362 43
Conductors	600 00
Expenses of stations, except labor	7 69
Fuel for stations	68 28
Fuel for cars	40 67
Incidental train expenses	2 70
Labor at stations	35 34
Light at stations	751 17
Light for cars	16 11
Loss and damage	3 33
Mail service	151 74
Furniture for stations	124 22
Personal injury	68 22
Stationery and printing for stations	87 49
Superintendents of divisions, assistants, clerks, &c	377 13
Stock killed	90 69
Telegraph expenses, including oparators	101 24
Insurance	82 00
Total	$5,676 45
General expenses:	
Clerks of general office	$261 40
Furniture, general office	10 62
Incidental expenses of administration	38 44
Legal expenses	111 44
Salaries of general officers	2,452 71
Stationery and printing, general office	4 88
Taxes—State, municipal, and county	2,334 02
Total	$5,213 51

RECAPITULATION OF EXPENSES.

Expenditures:	
Conducting transportation	$5,676 45
Motive power	3,807 65
Maintenance of cars	158 94
Maintenance of way	4,741 38
General expenses	5,213 51
Total	$19,597 93

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$6,949 24
From freight	23,382 54
From mail	1,379 36
From other sources	663 85
For transportation expenses, viz:	
For passenger, freight, and other business	19,597 93
For interest on funded debt	18,900 00

PAYMENTS.

On first mortgage bonds	$18,900 00

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees injured:	
At work or standing by trains	1
Total number of persons injured, but not killed	1

NOTE OF EXPLANATION.

August 10, 1886.—J. L. Gates, section hand, while loading cross-tie, allowed it to roll on his finger, bruising it slightly.

GROSS EARNINGS.

The gross earnings were	$32,374 99
The expenses	19,597 93
The net revenue	12,777 06

OFFICERS OF THE COMPANY.

DIRECTORS:

A. S. BUFORD, F. W. HINDEKOPER,
W. G. OAKMAN, JOHN McANERNEY,
A. S. DUNHAM.

PRESIDENT:

J. B. McPHAIL, JR.

TREASURER:

W. E. TURNER.

SECRETARY:

THOS. EASLEY.

SUPERINTENDENT:

W. H. GREEN.

The principal office and address of the company is at Clarksville, Mecklenburg county, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. B. THOMAS,
General Manager.

RICHMOND, YORK RIVER & CHESAPEAKE RAILROAD CO.

Line of road—Richmond to West Point, Virginia—38.3 miles. Gauge 5 feet.
Chartered as Richmond and York River, January 31, 1853; opened in 1869.
Leased to Richmond and Danville railroad in perpetuity from July 1, 1881.
Principal office and address: Richmond, Virginia.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

A. S. DUNHAM,
Comptroller.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } *ss:*

I, A. S. Dunham, comptroller, and I, E. B. Thomas, general manager of the Richmond, York River and Chesapeake railroad company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

E. B. THOMAS,
A. S. DUNHAM.

Subscribed and sworn to before me, this 18th day of December, 1886.

K. KEMPER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$700,000
Amount of capital stock subscribed by others than the state, as by last report	497,500
Amount of capital stock now subscribed by others than the state	497,500
Amount of capital stock paid in by others than the state, as by last report	497,500
Total amount of capital stock now actually subscribed	497,500
Total amount of capital stock now actually paid in	497,500

CLASSES OF STOCK.

No. of shares	4,975
Character	Common.
Par value	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$900,000
The funded debt now due to others than the state	900,000
The average rate per annum of interest on funded debt now due to others	8 and 6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$400,000	$500,000
Date of issue	1873.	1880.
Date of payment	1894.	1900.
Annual rate of interest	8 per cent.	6 per cent.
Interest—when payable	January and July.	May and Novem.
Interest—where payable	Richmond.	Richmond.
Nature and character of security	1st mortgage.	2d mortgage.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Richmond to West Point, Va	38.3 miles.
Length of road laid	38.3 miles.
Weight of rail per yard on main track	50 and 56 lbs.
Number of engine-houses and shops	2
Number of engines	5
Number of second-class cars	5
Number of baggage, mail and express cars	1
Number of freight cars—box, 49; stock, 2; flat, 10	61

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	34,412
Number of miles run by freight trains	61,060
Number of passengers (all classes) carried in cars	49,677
Number of miles traveled by passengers, or number of passengers carried one mile	1,563,148
Number of tons (2,000 pounds) of freight carried in cars	198,253
Total movement of freight, or number of tons carried one mile	7,350,750
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	17
Rate of speed of same when in motion	19
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15
Average weight in tons of passenger trains, exclusive of passengers and baggage	131.5
Average weight in tons of freight trains exclusive of freight	295.7

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	1.696 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	2.936 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance of roadway:	
Ballast	$759 81
Bridges and trestles, repairs of	3,204 74
Cars—road, repairs of	248 99
Cross-ties and switch-sills	6,086 76
Depot grounds and platforms, repairs of	13 65
Division houses, repairs of	182 98
Frogs and switches, repairs of	523 82
Fences and cattle-guards, repairs of	41 75
Fuel for road-engines	928 80
Incidentals	60 57
Joints and chairs	118 52
Oil, tallow, waste, &c., for road service	111 32
Road-bridges and crossings, repairs of	450 19
Road-bed, repairs of	9,355 54
Road-engines, repairs of	29 04
Spikes	263 80
Stationery and printing	17 77
Supervisors and clerks	1,270 32
Telegraph, repairs of	553 45
Tools and repairs of tools, road-bed	105 45
Tools and repairs of tools, track	148 38
Track, repairs of	2,450 93
Turn-tables, repairs of	4 60
Watchmen, road and bridge, and track-walkers	1,233 26
Wharves and landings, repairs of	93 31
Insurance	67 65
Total	$28,325 40

TABLE F.

COST OF REPAIRS OF MACHINERY.

Motive power:	
Engineers and firemen	$10,282 28
Fuel for locomotives—Wood	3,228 25
Coal	7,731 67
Fuel for heating shops	9 72
Incidentals	60 94
Locomotive-engines, repairs of	2,544 69
Master mechanics, foremen, and clerks	1,431 31
Oil and tallow for engines	641 82
Rent of engines	4,606 78
Patterns and tools, repairs of	2 72
Stationey and printing	1 96
Waste and packing for engines	118 86
Watchmen and engine-wipers	244 81
Water, wood, and coal stations—Expenses of	1,404 69
Repairs of	593 99
Insurance	109 64
Total	$33,014 18
Maintenance of cars:	
Cars—Pullman, repairs of	$992 32
Passenger, repairs of	283 08
Baggage, repairs of	245 39
Mail, repairs of	2,689 24
Car shops and sheds, repairs of	51
Foremen in car shops and clerks	63 94
Fuel for heating car shops	2 11
Watchmen	230 00
Total	$4,506 69

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportation:	
Advertising transportation	$110 06
Agents, assistants, and clerks at stations	4,764 43
Agents, soliciting	2,320 42
Brakemen	5,497 66
Baggage masters	100 44
Car cleaning and inspecting	962 12
Car furniture and fixtures	7 07
Car service	8,913 65
Conductors	4,539 90
Dispatches and yard-masters	1,817 99
Expenses of stations, except labor	33 48
Fuel for stations	135 15
Fuel for cars	132 28
Incidental train expenses	383 94
Labor at stations	1,831 24
Light at stations	160 20
Light for cars	76 41
Loss and damage	296 66
Mail service	2 88
Furniture for stations	84 79
Oil, tallow, packing, &c., for cars	214 76
Personal injury	52 17
Chesapeake and Ohio Connection	2,627 72
Stations and depots, repairs of and rent	192 10
Stationery and printing for stations	545 76
Superintendents of divisions, assistants, clerks, &c	898 18
Stock killed	76 75
Switchmen and watchmen at depots	376 11
Telegraph expenses, including operators	569 32
Wrecking	5 76
Insurance	331 30
West Point Terminal expenses	17,892 95
Total	$55,953 65
General expenses:	
Advertising, general	$4 32
Attendants, in general office	119 76
Clerks of general office	1,538 57
Fuel and light	14 66
Furniture, general office	55 73
Incidental expenses of administration	349 75
Legal expenses	434 27
Office expenses, general office	5 75
Repairs and rent of general office	36 00
Salaries of general officers	3,149 98
Stationery and printing, general office	199 74
Total	$5,906 53

RECAPITULATION OF EXPENSES.

Expenditures:	
Conducting transportation	$55,953 65
Motive power	33,014 18
Maintenance of cars	4,506 69
Maintenance of way	28,325 40
General expenses	5,908 53
Total	$127,708 45

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$26,512 35
From freight	215,882 51
From mail	2,284 48
From other sources	4,198 83
For transportation expenses, viz:	
For passenger, freight, and other business	127,708 45
For interest on funded debt	59,000 00
For dividends	29,850 00

PAYMENTS.

On first mortgage bonds	32,000 00
On second mortgage bonds	27,000 00
	$59,000 00

DIVIDENDS.

Of 3 per cent., made January 1, 1886	$14,925 00
Of 3 per cent., made July 1, 1886	14,925 00

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees injured:	
Fell or were thrown from cars	4
At work or standing by trains	1
Other accidents	2
Total of each class of persons	7
Total number of persons injured, but not killed	7

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

DATE.	TRAIN.	LOCALITY.	NAME.	OCCUPATION.	EXTENT OF INJURY.	CAUSE.
1885—Oct. 30	.....	Near 25 mile post..	Major Butler.....	Water boy.....	Leg broken.....	Fell into cattle-guard while running to catch material train.
Nov. 13.....	.....	West Point.....	A. J. McDowell.....	Eng'r electric light..	Bruised about the body, not seriously hurt	Was on a ladder screwing up a union of steam pipe at Electric light house, when the ladder slipped from under him, throwing him ten or twelve feet to the ground.
Nov. 25.....	20	West Point.....	Wm. C. Post.....	Switchman.....	Badly bruised about the thigh, but no serious consequences.....	Attempted to cut loose engine from cars, and got his leg caught between bumpers of engine and cars. He was not employed to do this kind of work, but was riding on step of engine to the next switch, and took it upon himself to uncouple engine from the cars instead of waiting for the regular coupler.
1886—July 27.....	.....	West Point.....	H. P. Worsham.....	Section master.....	Slightly bruised.....	Wheel of section-car broke, throwing him to the ground.
July 27.....	.....	West Point.....	Prosser Lockhart.....	Section hand.....	Slightly bruised.....	Wheel of section-car broke, causing him to fall to the ground.
July 27.....	.....	West Point.....	Chas. Cousins.....	Section hand.....	Hip severely bruised.....	Wheel of section-car broke, causing him to fall to the ground.
July 27.....	.....	West Point.....	Rob't Cheatham.....	Section hand.....	Slightly bruised.....	Wheel of section-car broke, causing him to fall to the ground.

GROSS EARNINGS.

The gross earnings were	$248,878 17
The expenses	127,708 45
The net revenue	121,169 72

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. B. THOMAS.

A. S. DUNHAM.
Comptroller.

NORFOLK AND VIRGINIA BEACH RAILROAD COMPANY.

Line of road—Norfolk to Virginia Beach—17.8 miles.

The Norfolk and Virginia Beach railroad and improvement company was chartered January 14, 1882; road opened July 28, 1883. The company has purchased all the property of the Seaside hotel and land company at Virginia Beach, six miles below Cape Henry, and has erected hotels, cottages, etc., thereon.

Principal office and address: Norfolk, Virginia. J. H. Hopkins, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

T. O. TROY,
Superintendent.

STATE OF VIRGINIA,
NORFOLK CITY AND COUNTY, } *ss:*

I, T. O. Troy, superintendent for the trustee, and acting superintendent of operations of the Norfolk and Virginia Beach railroad company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

T. O. TROY,
Superintendent.

Subscribed and sworn to before me, this 13th day of December, 1886.

GEO. W. WILSON,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$500,000
Amount of capital stock subscribed by others than the state, as by last report	366,100
Total amount of capital stock now actually subscribed	366,100

CLASSES OF STOCK.

Number of shares	366,100
Par value	$100

NOTE OF EXPLANATION.

No. 1. Amount of certificates issued.

FUNDED DEBT.

The funded debt due to others than the state by last report	$483,000 00
The funded debt now due to others than the state	483,000 00
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$483,000
Annual rate of interest	6 per cent.
In payment for work or of debts	$483,000
Nature and character of security	Mortgage.

NOTE OF EXPLANATION.

Class No. 1. Secured by 1st mortgage.

FLOATING DEBT.

The floating debt as per last report	$113,687 14
The amount now of floating debt	15,000 00

AVERAGE AMOUNT OF FLOATING DEBT.

Average amount of debt	$15,000 00
Average interest	6 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	$27,613 40	$3,835 72
For bridges	27,856 65	1,982 66
For superstructure, including iron	126,223 05	2,802 57
For passenger and freight stations, buildings and fixtures	18,846 48	145 45
For engine and car-houses, machine shops, machinery and fixtures	953 23	136 90
For land, land damages and fences	78,994 15	
For locomotives and fixtures and snow-plows	17,955 79	4,680 23
For passenger and baggage cars	26,445 40	
For freight and other cars	2,402 39	
For engineering and other agencies	32,036 92	
Total cost of road and equipment	$359,327 46	$13,583 53

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Norfolk to Virginia Beach	17.8 miles.
Length of road laid	17.8 miles.
Weight of rail per yard on main track	30 lbs.
Number of engine-houses and shops	3
Number of engines	4
Number of first-class passenger cars rated as eight-wheel cars	13
Number of second-class cars	1
Number of baggage, mail, and express cars	1
Number of freight cars	13

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going west) is	28.38 feet.
The sum of the ascents (going in the opposite direction) is	29.49 feet.
The whole ascent and descent overcome is	57.87 feet.
Which is an average per mile of	4.6 feet.
The maximum grade (going west) is, per mile, 21.120 feet, for	¼ miles.
The maximum grade (going in the opposite direction) is, per mile, 1,848 feet, for	¼ miles.
The sum of the straight line is	17.8 miles.
The sum of the curved lines is	.203 miles.
The whole number of degrees of curvature is	17 degrees.
The average degrees of curvature per mile of the curved part of the road is	17 degrees.
The average degrees of curvature per mile of the whole road is	17 degrees.
The maximum radius on the main line is	33,703 feet.
The minimum radius on the main line is, 33,703 feet, for	17.8 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains (mixed)	35,440
Number of passengers (all classes) carried in cars	85,446
Number of tons (2,000 pounds) of freight carried in cars	7,469
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	18
Rate of speed of same when in motion	25
Average rate of express trains, including stops	28
Rate of speed of same when in motion	25
Average weight in tons of passenger trains, exclusive of passengers and baggage; average weight in tons of freight trains, exclusive of freight	25

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Outward.	Inward.	Total.
Coal	89,600	-	89,600
Salt	36,400	-	36,400
Manufactured tobacco	4,530	-	4,530
Corn	26,824	983,808	1,010,632
Oats	23,840	-	23,840
Bacon	48,300	-	48,300
Butter	3,180	-	3,180
Hay	129,750	-	129,750
Miscellaneous	1,000,272	1,723,783	2,724,055
Calves	-	13,150	13,150
Hogs	-	31,250	31,250
Sheep	-	12,300	12,300
Wood	-	9,879,000	9,879,000
Lumber	306,000	375,000	
Flour	207,200		
Whiskey	16,100		
Lime	18,600		
Total tonnage of all classes of freight	1,920,596	13,018,291	14,938,887

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	1.2-5 cents.
For first-class way passengers	2 cents.
Average rates of fare charged for all classes	2 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	10 cents.
Rate per ton per mile charged on second-class freight	8 cents.
Average rate per ton per mile charged on all classes of freight	8 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway	3,311 91
Repairs of buildings	24 30
Taxes on real estate	1,242 60
Total	$4,578 81

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	482 32
Repairs of passenger, mail and baggage cars	431 29
Repairs of freight cars	133 89
Oil, fuel, clerks and watchmen about work-shops	89 77
Total	$1,137 27

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c	$336 60
Agents	68 04
Clerks	61 93
Labor, loading and unloading freight	78 16
Porter and watchmen	660 32
Conductors and baggemen	1,122 56
Brakemen	743 11
Enginemen and firemen	1,754 74
Fuel used—wood and coal	1,993 94
Oil and waste used	66 29
For engines and tenders	24 25
Loss and damage of goods and baggage	25 31
Damage for injuries to persons	44 00
Damages to property, including damages by fire and cattle killed on road	80 00
For salaries of president, directors, secretary, treasurer, and superintendent	3,349 36
For office expenses	650 47
For law expenses	500 00
Other expenses and contingencies in detail, as follows:	
Incidentals	104 91
Advertising	351 00
Telegraph	193 56
Insurance	37 50
Water stations	17 65
Interest and discount	109 02
Total	$12,372 74

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	4,578 71
Repairs of machinery	1,137 27
Operating	12,036 14
Total	$17,752 22

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	20,041 83
From freight	6,923 44
From mail	803 68
From other sources	108 33
Total	$27,877 28

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was	30
The average number of persons employed during the year was	25

GROSS EARNINGS AND HOW DISTRIBUTED.

First and second-class passengers	20,041 83
First second, and third-class freight	6,923 44
Miscellaneous	108 33
Mail	803 68
Total	$27,877 28

OFFICERS OF THE COMPANY.

DIRECTORS:

JAMES H. HOPKINS,
J. M. DICKEY,
FRANKLIN WELD,
C. W. MACKEY,
W. J. WELSH,
WARREN G. ELLIOTT.

PRESIDENT:
JAMES H. HOPKINS.

VICE-PRESIDENT:
CHAS. W. MACKEY.

TREASURER:
W. J. WELSH.

SECRETARY AND SOLICITOR:
WARREN G. ELLIOTT.

GENERAL MANAGER:
J. M. DICKEY.

SUPERINTENDENT:
T. O. TROY.

AUDITOR:
A. J. ARMSTRONG.

The principal office and address of the company is at Norfolk, Norfolk county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

T. O. TROY,
Superintendent.

FLOATING DEBT.

The floating debt, as per last report	$48,279
The average rate per annum of interest on floating debt	6 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	2,040,398 36	2,040,642 86
For bridges	116,014 96	116,857 88
For superstructure, including iron	628,626 23	635,674 22
For passenger and freight stations, buildings and fixtures, engines and car-houses, machine shops, machinery and fixtures	26,967 69	27,395 44
For land, land damages and fences	282,971 70	282,971 70
For engineering and other agencies	149,827 43	150,177 40
Total cost of road and equipment	$3,244,806 37	3,253,719 50

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Harrisonburg to Salem, Va	113 miles.
Length of road laid	62 miles.
Weight of rail per yard on main track	64 lbs.
Number of engine-houses and shops	2

NOTE.—Motive power and rolling stock rented from Baltimore and Ohio railroad company.

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going south) is	1,150 feet.
The sum of the ascent (going in the opposite direction) is	1,575 feet.
The whole ascent and descent overcome is	2,725 feet.
Which is an average per mile of	44,822 feet.
The maximum grade (going south) is, per mile, 105.6 feet for	5,038 miles.
The maximum grade (going in the opposite direction) is, per mile, 105.6 feet for	4,034 miles.
The sum of the straight line is	39,862 miles.
The sum of the curved lines is	20,983 miles.
The whole number of degrees of curvature is	3,086.34 degrees.
The average degrees of curvature per mile of the curved part of the road is	147.27 degrees.
The average degrees of curvature per mile of the whole road is	50.44 degrees.
The maximum radius on the main line is	8,594 feet.
The minimum radius on the main line is 506.3 feet for	.544 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	46,806
Number of miles run by freight trains	75,358
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	16
Rate of speed of same when in motion	20
Average weight in tons of passenger trains, exclusive of passengers and baggage	84
Average weight in tons of freight trains, exclusive of freight	155

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	3¼ cents.
For first-class way passengers	3¼ cents.
Average rates of fare charged for all classes	3¼ cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	8 cents.
Rate per ton per mile charged on second-class freight	8 cents.
Rate per ton per mile charged on third-class freight	8 cents.
Average rate per ton per mile charged on all classes of freight	6.59 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway, and cost of iron used in repairs	$27,692 38
Repairs of buildings, fences, and gates	343 37
Insurance on property and buildings	93 00
Taxes on real estate	78 23
Total	$28,207 03

TABLE F.

COST OF REPAIRS OF MACHINERY.

This company owns no motive power nor rolling stock.

It pays the Baltimore and Ohio railroad company rental on a mileage bases for such equipment as it requires.

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c.	$280 49
Agents and clerks	6,671 93
Labor, loading and unloading freight	1,151 52
Porter and watchmen	2,485 31
Conductors and baggagemen	2,758 25
Brakemen	2,201 30
Enginemen and firemen	5,753 55
Fuel used—Wood and coal; rental of engines and cars; oil and waste used for engines, tenders, passenger, mail, baggage, and freight cars	26,575 05
Loss and damage of goods and baggage, injuries to persons, damages to property, including damages by fire and cattle killed on road	3,010 66
For salaries of president, directors, secretary, treasurer and superintendent, office expenses	4,966 21
For law expenses	1,677 66
Other expenses and contingencies in detail, as follows:	
Pumping water	1,044 99
Telegraph operators	1,259 05
Heating stations	47 36
Lighting stations	68 28
Miscellaneous and contingent	206 07
Total	$80,157 68

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	28,207 03
Operating	60,157 68
Total	$88,364 71

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$41,500 99
From freight	64,318 54
From mail	5,762 92
From other sources	3,744 82
For transportation expenses, viz:	
For passenger, freight, and other business	60,157 68
For interest on funded debt	45,000 00

NUMBER OF EMPLOYEES.

Officer's roll	7
Clerks and telegraph operators	11
Agents	17
Depot laborers	3
Depot watchmen	1
Road master	1
Road watchmen	6
Track hands	66
Water pumpers	3
Janitress	1

PAYMENTS.

For 1st class	$45,000

STATEMENT OF THE AMOUNT CHARGED TO CONSTRUCTION AND EQUIPMENT.

Total amount thus charged	$8,913 13
Applied to the following objects, viz:	
Graduation and masonry	244 50
Bridges	842 92
Superstructure	7,047 99
Passenger and freight stations, etc	427 75
Engineering and other agencies	349 97

GROSS EARNINGS.

The gross earnings were	$115,327 27
The expenses	88,364 71
The net revenue	26,962 56

HOW DISTRIBUTED.

	Gross earnings.	Expenses.	Net revenue.
First and second-class passengers	43,827 30		
First, second, third and fourth-class freight	66,026 47		
Express freight	3,227 11		
Mail	5,762 92		
Telegraph	517 71		
Totals	$115,327 27	$88,364 71	$26,962 56

LENGTH OF ROAD.

The length of the road unfinished is	51 miles.
The estimated amount required for its completion is	$2,000,000

OFFICERS OF THE COMPANY.

DIRECTORS:

S. SPENCER,
HENRY DUVALL,
R. W. BURKE,
D. H. MILLER,
OSMUN LATROBE,
J. J. ALLEN,
W. A. ANDERSON.

PRESIDENT:

S. SPENCER.

TREASURER AND SECRETARY:

W. H. IJAMS.

ENGINEER:

J. L. RANDOLPH.

The principal office and address of the company is at Staunton, Augusta county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

HUGH W. SHEFFEY,
Attorney and Representative of Valley R. R. Co.

F. FOWLER,
Agent.

BRIGHT HOPE RAILWAY COMPANY.

Line of road—Eppes Falls, Virginia, to Bermuda Hundred, Virginia—32.75 miles. Branches laid 5.70 miles. Gauge 3 feet. Built in 1853 by the Clover Hill coal mining company; sold under foreclosure April 26, 1877; reorganized by the purchasing bondholders, June 10, 1877.

Principal office and address: Richmond, Virginia.

President: James H. Young. James R. Werth, Superintendent and Treasurer.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

JAMES R. WERTH,
Superintendent and Treasurer.

STATE OF VIRGINIA,
CITY OF RICHMOND, } *ss:*

I, G. M. Wilson, secretary and auditor, and I, James R. Werth, treasurer and acting superintendent of operations of the Brighthope railway company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

G. M. WILSON,
Secretary and Auditor.

JAMES R. WERTH.
Superintendent and Treasurer.

Subscribed and sworn to before me, this 30th day of November, 1886.

H. SWINEFORD,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$400,000
Amount of capital stock subscribed by others than the state, as by last report	179,600
Amount of capital stock now subscribed by others than the state	179,600
Amount of capital stock paid in by others than the state, as by last report	179,600
Amount of capital stock now paid in by others than the state	179,600
Total amount of capital stock now actually subscribed	179,600
Total amount of capital stock now actually paid in	179,600

CLASSES OF STOCK.

Number of shares	1,796
Character	Common.
Par value	$100
Cash realized	$179,600

NOTE OF EXPLANATION.

The whole authorized capital stock of $400,000 was paid up by the predecessor company. $179,600 is the amount issued to purchasers of the property at foreclosure sale.

FUNDED DEBT.

The funded debt due to others than the state by last report	$400,000
The funded debt now due to others than the state	400,000
The total amount of funded debt now due to the state and others	400,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$200,000	$200,000
Date of issue	June 1, 1881.	March 1, 1884.
Date of payment	June 1, 1901.	March 1, 1904.
Annual rate of interest	6 per cent.	6 pr. ct. if earned.
Interest—when payable	June and Decem.	March and Sept.
Interest—where payable.	New York.	New York.
Amounts realized, viz:		
In cash	$187,000	
In payment for work or of debts	$13,000	$141,950
Nature and character of security	1st mortgage.	Income mortgage.

NOTES OF EXPLANATION.

Class No. 1. Convertible coupon mortgage bond, secured by first mortgage on railway mines and real estate.

Class No. 2. Convertible income bond. $33,000 of this class remain unsold in the hands of the president of the company.

There is no floating debt on account of the railway. All of the debt incurred has been in operating the mines.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	28,741 38	28,741 38
For bridges	5,923 32	5,923 32
For superstructure, including iron	126,257 82	126,257 82
For passenger and freight stations, buildings and fixtures	28,314 31	28,314 31
For engine and car-houses, machine shops, machinery and fixtures	7,344 74	7,344 74
For land, land damages and fences	8,453 39	8,453 39
For locomotives and fixtures and snow-plows	21,937 76	21,937 76
For passenger and baggage cars	3,431 47	3,431 47
For freight and other cars	38,722 58	38,722 58
For engineering and other agencies	41,507 04	41,507 04
Total cost of road and equipment	$310,633 81	$310,633 81

NOTE OF EXPLANATION.

In addition to the railway, this company owns mines, mineral lands, buildings, mine machinery and equipment, coal yards, barges, and personal property valued at $200,000.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Bermuda Hundred to Eppes' Falls	32.75 miles.
Length of road laid	38.45 miles.
Length of branches laid	5.70 miles.
Weight of rail per yard on main track	35 lbs.
Number of engine-houses and shops	2
Number of engines	4
Number of first-class passenger cars rated as eight-wheel cars	1
Number of second-class cars	1

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents (going west) is	520.6 feet.
The sum of ascents (going in the opposite direction) is	367.1 feet.
The whole ascent and descent overcome is	887.7 feet.
Which is an average per mile of	27.56 feet.
The maximum grade (going west) is, per mile, 56.5 feet for	1.32 miles.
The maximum grade (going in the opposite direction) is, per mile, 62.7 feet for	.85 miles.
The sum of the straight line is	23.85 miles.
The sum of the curved lines is	8.36 miles.
The whole number of degrees of curvature is	1,469.15 degrees.
The average degrees of curvature per mile of the curved part of the road is	175.74 degrees.
The average degrees of curvature per mile of the whole road is	45.33 degrees.
The maximum radius on the main line is	2,865 feet.
The minimum radius on the main line is 955 feet for	.38 miles.

NOTE.—A profile of the whole line was submitted with the report of September 30, 1884.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars	2,724
Number of miles traveled by passengers, or number of passengers carried one mile	78,586
Number of tons (2,000 pounds) of freight carried in cars	63,402
Total movement of freight, or number of tons carried one mile	1,585,450

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	Outward.	Inward.	Total.
	Tons.	*Tons*	*Tons.*
Coal	16,322	-	16,322
Wood	39,330	-	39,330
Lumber and cross-ties	6,645	-	6,645
Flour, whiskey, cement, lime, and tar	151	954	1,105
Total tonnage of all classes of freight	62,448	954	63,402

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	1.92 cents.
For first-class way passengers	3.1-10 cents.
Average rates of fare charged for all classes	2.1 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	2¼ cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Superintendence	$1,200 00
Repairs of bridges and trestles	1,196 37
Repairs of main track	941 48
Repairs of sidings	142 70
Repairs of frogs and switches	101 60
16,883 cross-ties purchased	2,743 88
Renewing ties	1,274 87
Ditching and sloping	960 00
Surfacing	761 84
Cutting grass and bushes	168 13
Distributing ballast	427 65
Watching track and bridges	44 22
Rent of section house	70 00
Repairs of tools	115 55
Repairs of fences and crossings	15 68
Repairs of docks and wharves	321 26
Repairs of stations and platforms	45 34
Repairs of water stations	66 89
Repairs of hoisting machinery at Bermuda	86 67
Repairs of telephone line	23 55
State and county taxes paid this year	3,404 23
Assessment for Railroad Commissioner	14 60
Incidental	67 75
Total	$14,194 26

NOTE.—As only mixed trains are run no allotment can be made.

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	1,482 28
Repairs of passenger, mail and baggage cars	33 17
Repairs of freight cars	870 39
Incidental expenses	6 35
Total	$2,392 19

TABLE G.

COST OF OPERATING THE ROAD.

Train expenses:		
Engineers and firemen	2,167 76	
Trainmen	1,015 82	
Conductors	309 72	
995 tons coal	2,272 04	
89 cords wood	103 10	
Coaling locomotives	62 06	
360 gallons lub. oil	105 18	
118 gallons valvoline	115 35	
84 gallons lamp oils	33 40	
668 pounds waste	61 60	
47 pounds packing	13 74	
114 pounds tallow	11 40	
2,200 pounds mica grease	95 93	
Over-hauling and inspecting	194 37	
Incidental	56 12	
		6,557 59
Station expenses:		
Salaries of agents	1,656 00	
Labor at stations	1,322 77	
Rent of house for agent	84 00	
Office furniture, fuel, lights	21 53	
Stationery	36 72	
Transferring wood and lumber to vessels	2,269 29	
Transferring coal to vessels	1,062 11	
Repairs of tools and machinery	124 80	
Incidental	17 31	
		6,594 53
General expenses:		
Salaries of officers	3,600 00	
Legal expenses	175 04	
Damages by fires	239 00	
Loss and damage to goods	86 18	
Cattle killed	161 25	
Other expenses	25 00	
		3,686 47
		$16,838 59

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	14,194 26
Repairs of machinery	2,392 19
Operating	16,838 59
Total	$33,425 04

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$1,581 98
From freight	35,782 07
From mail	975 32
From other sources	739 39
Total	$39,078 76

GROSS EARNINGS.

The gross earnings were	$39,078 76
The expenses	33,425 04
The net revenue	5,653 72

OFFICERS OF THE COMPANY.

DIRECTORS:

JAMES H. YOUNG,
MASON YOUNG,
JAMES R. WERTH,
FRANKLIN STERNS,
RICHARD IRVIN, JR.,
WILLIAM H. YOUNG.

PRESIDENT:

JAMES H. YOUNG.

TREASURER AND SUPERINTENDENT:

JAMES R. WERTH.

SECRETARY:

GEO. M. WILSON.

The principal office and address of the company is at Richmond, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

JAMES R. WERTH,
Treasurer and Superintendent.

VIRGINIA MIDLAND RAILWAY COMPANY.

Line of road—Alexandria to Danville, Virginia—233 miles. Branches 120.5 miles; gauge 4 feet 8½ inches.

The Orange and Alexandria railroad company chartered March 22, 1848, and the Manassas Gap railroad chartered March 9, 1850, were consolidated under the name of Orange, Alexandria and Manassas railroad company April 24, 1867. The Lynchburg and Danville railroad chartered February 21, 1866, became a part of the consolidated line October 15, 1872—the company then taking the name of Virginia and North Carolina railroad company; which name was changed April 8, 1873, to Washington City, Virginia Midland and Great Southern railroad company. The present company formed February 1, 1881.

Principal office and address: Alexandria, Virginia. F. W. Hindekoper, Pres.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia.

A. S. DUNHAM,
Comptroller.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } *ss:*

I, A. S. Dunham, comptroller, and I, E. B. Thomas, general manager of the Virginia Midland railroad company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

E. B. THOMAS.
A. S. DUNHAM.

Subscribed and sworn to before me, this 18th day of December, 1886.

K. KEMPER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$6,000,000 00
Amount of capital stock subscribed by others than the state, as by last report	4,906,292 05
Amount of capital stock now subscribed by others than the state	4,906,292 05
Amount of capital stock paid in by others than the state, as by last report	4,906,292 05
Amount of capital stock now paid in by others than the state	4,906,292 05
Total amount of capital stock now actually subscribed	4,906,292 05
Total amount of capital stock now actually paid in	4,906,292 05

CLASSES OF STOCK.

Number of shares	6,000
Character	Common.
Par value	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$11,635,000
The funded debt now due to others than the state	11,635,000
The total amount of funded debt now due to others	11,635,000
The average rate per annum of interest on funded debt now due to others	5.11 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Income bonds.
Amount	$600,000	$1,900,000	$1,100,000	$950,000	$1,775,000	$1,310,000	$4,000,000
Date of issue	1881.	1881.	1881.	1881.	1881.	1881.	1882.
Date of payment	1906.	1911.	1916.	1921.	1926.	1931.	1927.
Annual rate of interest	6 per cent.	6 per cent.	5 per ct., 5 years, 6 per ct., 10 years.	3 per ct., 10 years, 4 per ct., 10 years, 5 per ct., 20 years,	5 per cent.	4 per cent., 8 years. 5 per cent., 42 years.	6 per cent. Cumulative.
Interest—when payable	March and Sept.	Mar. and Sept.	March and Septem.	March and Septem.	Mar. and Sept.	March and Septem.	January and July.
Interest—where payable	Baltimore.	Baltimore.	Baltimore.	Baltimore.	Baltimore.	Baltimore.	New York.

NOTES OF EXPLANATION.

First series	Representing bonds issued under	1st mortgage O. & A. R. R. Co.
Second series		2d mortgage O. & A. R. R. Co.
Third series		3d mortgage O. & A. R. R. Co.
Fourth series		4th mortgage O. & A. R. R. Co.
Fifth series		1st mortgage O., A. & M. R. R. Co.
Sixth series		1st mortgage L. & D. R. R. Co.

Income bonds issued for the redemption of 1st and 2d preferred stock.

FLOATING DEBT.

The floating debt as per last report	$226,563 43
The amount now of floating debt	173,527 64
The average rate per annum of interest on floating debt	6 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$16,326,399 49	$16,575,405 18

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Alexandria to Danville, Virginia	233 miles.
Length of road laid	233 miles.
Length of branches laid	120.5 miles.
Weight of rail per yard on main track	50 to 60½ lbs.
Number of engine-houses and shops	2
Number of engines—standard gauge, 54; narrow gauge, 2	56
Number of first-class passenger cars rated as eight-wheel cars	10
Number of second-class cars—standard gauge, 14; narrow gauge, 1	15
Number of baggage, mail, express, and combination cars—four feet eight inch gauge, 19; 3 foot gauge, 1	20
Number of freight cars—box, 423; ore, 105; stock, 162; flat, 34; gondola, 65; coal, 44	833

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	623,898
Number of miles run by freight trains	499,304
Number of miles run by mixed trains	45,844
Number of passengers (all classes) carried in cars	362,601
Number of miles traveled by passengers, or number of passengers carried one mile	20,186,873
Number of tons (2,000 pounds) of freight carried in cars	427,665
Total movement of freight, or number of tons carried one mile	43,373,448
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	15
Rate of speed of same when in motion	18
Average weight in tons of passenger trains, exclusive of passengers and baggage	160
Average weight in tons of freight trains, exclusive of freight	250

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

Flour—Barrels	136,365
Whiskey—Barrels	3,505
Cement, "	3,605
Lime, "	68,676
Cotton—Bales	7,846
Horses—Head	1,982
Cattle, "	59,522
Hogs, "	17,397
Sheep, "	71,449
Total	370,347

	Tons.
Lumber	70,529
Wood	29,820
Bark	6,033
Other articles	17,071
Live stock	37,683
Other articles	10,898
Cotton	2,031
Leaf tobacco	16,310
Wheat	19,274
Corn	8,381
Rye and barley	123
Oats	4,789
Hay	6,318
Other articles	25,292
Coal	24,787
Salt	1,864
Fertilizer	24,787
Iron, pig and bloom	13,710
Guano	610
Manufactured tobacco	2,569
Manufactures	50,270
Merchandise	40,584
Miscellaneous	14,932
Total weight	427,665

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.66 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.70 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance of roadway:	
Bridges and trestles, repairs of	78,219 98
Cars—road, repairs of	581 60
Cross-ties and switch-sills	50,440 27
Depot grounds and platforms, repairs of	2,146 66
Division houses, repairs of	840 40
Frogs and switches, repairs of	7,364 27
Fences and cattle-guards, repairs of	1,160 09
Fuel for road-engines	2,749 30
Incidentals	774 19
Rails—Iron	130 00
Steel	39,484 87
Joints and chairs	12,745 86
Oil, tallow, waste, &c., for road service	153 62
Road-bridges and crossings, repairs of	1,755 72
Road-bed, repairs of	41,156 16
Road-engines, repairs of	27 23
Spikes	3,291 63
Stationery and printing	198 42
Supervisors and clerks	6,742 50
Telegraph, repairs of	40 08
Tools and repairs of tools, road-bed	1,232 04
Tools and repairs of tools, track	1,817 47
Track, repairs of	42,689 63
Turn-tables, repairs of	2,437 01
Watchmen, road and bridge, and track-walkers	9,658 15
Wharves and landing, repairs of	254 16
Insurance	361 39
Total	$308,722 70

TABLE F.

COST OF REPAIRS OF MACHINERY.

Motive power:	
Engineers and firemen	$71,726 35
Fuel for locomotives—Wood	2,696 70
Coal	103,321 01
Fuel for heating shops	1,425 59
Incidentals	913 15
Locomotive-engines, repairs of	50,220 39
Master mechanics, foremen, and clerks	9,980 92
Oil and tallow for engines	6,367 41
Rent of engines	2,149 88
Patterns and tools, repairs of	3,340 30
Shops and engine houses, repairs of	3,202 59
Shop machinery, repairs of	1,421 98
Stationary engines for machine shop	1,589 09
Stationey and printing	390 20
Waste and packing for engines	1,140 79
Watchmen and engine-wipers	5,074 88
Water, wood, and coal stations—Expenses of	1,321 06
Repairs of	6,167 63
Insurance	349 04
Total	$286,097 96
Maintenance of cars:	
Cars—Pullman, repairs of	$3,303 37
Passenger, repairs of	15,867 17
Baggage, repairs of	1,013 10
Express, repairs of	497 22
Mail, repairs of	2,305 02
Freight, repairs of	19,258 86
Car shops and sheds, repairs of	727 28
Foremen in car shops and clerks	1,200 00
Fuel for heating car shops	109 36
Incidental expenses on cars	194 12
Stationary engine for car shops	376 15
Shop machinery, repairs of (car shops)	121 14
Tools, and repairs of tools, for car shops	81 85
Watchmen	552 96
Insurance	716 15
Total	$46,323 75

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportation:	
Advertising transportation	$2,316 71
Agents, assistants, and clerks at stations	52,350 76
Agents, soliciting	16,931 70
Brakemen	32,747 52
Baggage masters	7,775 21
Car cleaning and inspecting	11,982 45
Car furniture and fixtures	49 89
Car service	46,572 06
Conductors	27,335 58
Dispatches and yard-masters	11,453 16
Expenses of stations, except labor	2,969 66
Fuel for stations	1,864 46
Fuel for cars	1,458 25
Incidental train expenses	4,960 09
Labor at stations	14,856 12
Light at stations	2,408 05
Light for cars	1,778 13
Loss and damage	6,564 67
Mail service	831 43
Furniture for stations	519 38
Oil, tallow, packing, &c., for cars	2,951 92
Personal injury	23,703 58
Revenue and postage stamps	336 73
Stations and depots, repairs of and rent	7,716 64
Stationery and printing for stations	6,408 81
Superintendents of divisions, assistants, clerks, &c	5,392 75
Stock killed	8,149 18
Switchmen and watchmen at depots	8,560 50
Telegraph expenses, including operators	19,451 97
Wrecking	2,211 60
Insurance	215 47
Danville hoist	2,369 99
Total	$335,194 42
General expenses:	
Attendants in general office	$1,535 21
Clerks of general office	16,071 44
Fuel and light	572 79
Furniture, general office	153 54
Incidental expenses of administration	4,615 35
Legal expenses	6,213 37
Office expenses, general office	408 24
Repairs and rent of general office	1,537 62
Salaries of general officers	23,160 78
Stationery and printing, general office	1,824 10
Total	$56,092 44

RECAPITULATION OF EXPENSES.

Expenditures:	
Conducting transportation	$335,194 42
Motive power	286,097 96
Maintenance of cars	46,323 75
Maintenance of way	308,722 70
General expenses	56,092 44
Total	$1,032,431 27

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	537,171 83
From freight	740,637 01
From mail	106,562 98
From other sources	167,331 18
For transportation expenses, viz:	
For business, freight, and other business	1,032,431 27
For interest on funded debt	600,741 67
For interest on floating debt	14,596 91

PAYMENTS.

Series A	$36,000 00
B	114,000 00
C	61,461 67
D	28,314 00
E	88,750 00
F	52,360 00
Income bonds	219,901 00
Total	$600,741 67

FOR RENTS OF OTHER RAILROADS, STEAMBOATS, &c., FOR TRANSPORTATION OF PASSENGERS AND FREIGHT.

Charlottesville and Rapidan railroad company	$35,300 00
Franklin and Pittsylvania railroad company	7,000 00

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Killed.	Employees Injured.	Passengers Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion	1	8	5	–	3
Fell or were thrown from the cars	1	8			
Collision of trains	1	6	2	–	6
Trains thrown from the track	–	2	1		
Run over while walking or standing on the track	2	2	–	2	1
At work or standing by trains	2	13			
Other accidents	–	17	1		
Found dead on track	–	–	–	1	
Total of each class of persons	7	56	9	3	10

Total number of persons killed	10
Total number of persons injured, but not killed	75

NOTES OF EXPLANATION.

DATE.	TRAIN.	LOCALITY.	NAME.	OCCUPATION.	REMARKS.
1885—Oct. 1	2	Near Danville	Geo. Hogan	Brakeman	Kink in brake-chain slipped and threw him against car and broke two ribs.
Oct. 5	6	Near Orange	L. A. Wright	Brakeman	Shoulder mashed coupling cars.
Oct. 10	52	Near Lynchburg	Nelson Coleman	Laborer	Tried to board train and was knocked down—died from effects.
Oct. 13	53	Whipperwill	Wm. Mills	Laborer	Struck on trestle—died from effects.
Oct. 18	Ex. & Stk.	Pope's Head No. 4	R. Nelson	Cook	Leg mashed in collision of express and stock—died next day.
Oct. 18	Ex. & Stk.	Pope's Head No. 4	J. B. Rust	Fireman	Body bruised in collision of express and stock.
Oct. 18	Ex. & Stk.	Pope's Head No. 4	S. P. Edmundson	Drover	Wounded about head and face in collision of express and stock.
Oct. 18	Ex. & Stk.	Pope's Head No. 4	J. M. Pratt	Drover	Wounded about head and face in collision of express and stock.
Oct. 16	4 and 6	Midland	Wm. Bellamy	Brakeman	Thrown from train in collision.
Oct. 20	3	Caresville	Z. L. Dameson	Brakeman	Leg bruised and hand mashed trying to get on engine.
Nov. 6	Yard.	Alexandria	Wm. Bright	Brakeman	Caught between cars and mashed—died from effects.
Nov. 11		Warrenton	Henry Nelson	School boy	Jumped on moving coach and fell between it and platform.
Nov. 12	2 and 3	Gilbert's	J. B. Florence	Brakeman	Fell from train and had shoulder knocked out of place.
Nov. 12		Warrenton	Thompson Wauser	Laborer	Hand mashed by piece of marble.
Nov. 13	Special.	Burke's	J. L. Calvert	Brakeman	Finger mashed with coupling pin.
Nov. 14	52	Rockfish	H. S. Pitts	Conductor	Cut about head and bruised about body in wreck.
			J. P. Poss	Baggageman	Cut about head and bruised about body in wreck
			M. Frost	Express messenger	Two upper teeth knocked out and ankle sprained in wreck.
Nov. 15	Mail.	Evington	Geo. Kipple	Boy	Was stealing ride when discovered by conductor, jumped and fell into ditch bruising them badly.
			Wm. Allen	Boy	
			—— Kidd	Boy	
Nov. 20	Extra.	Broad Run	W. Donald	Brakeman	Fell from train and slightly bruised.
Nov. 20	Yard.	Alexandria	B. F. Smith	Brakeman	Fell from train and had his leg run over. Amputated.
Nov. 24	50	Charville	Wm. Powell		Jumped off train and fell and had his arm run over. Amputated.
Nov. 30	3	188th mile post	Ed. Martin	Brakeman	Fell from train and cut his head and side.
Dec. 12	Mail.	Springfield	J. C. Whitmer	Section hand	Foot mashed while trying to get on engine.
Dec. 14	6	Culpeper	Jas. Finnell	Brakeman	Foot mashed by box falling on it.
Dec. 17	3	Franklin Junction	T. P. Couples	Brakeman	Thumb mashed while coupling cars
Dec. 28	4	Lynchburg	B. Fortune	Engineer	Arm scalded while trying to plug a flue.
Dec. 30	43	Pittsville	J. W. Pendleton	Brakeman	Mashed through body slightly while trying to make coupling.
1886—Jan'y 10		Warrenton Junction	Rich'd Gording	Section hand	Was helping to carry a tie, when it fell on his leg and broke it.
Jan'y 16	6	Culpeper	E. H. Reid	Brakeman	Thumb mashed while coupling cars.
		Danville	J. J. Parrish	Section hand	Was struck by yard engine while shoveling cinders and had his foot mashed.
Jan'y 26	Mail.	88th mile post	Wm. Bryant	Laborer	Ruptured himself lifting ties.
Jan'y 30		Alexandria	Geo. Edwards	Brakeman	Was struck and had shoulder and hip bruised while climbing up side of car by car on siding.
Feb'y 11		Mitchell's	J. A Sprouse	Brakeman	Slipped while carrying barrel of sugar and broke bone in his leg.
Feb'y 9	58	Fairfax	T. B. Hudson	Passenger	Fell from coach which ran off track at switch and slightly hurt.
Feb'y 15		Alexandria	W. H. Ward	Laborer	Finger mashed by piece of casting.
Feb'y 15		Alexandria	E. L. Crump	Carp. app	Ends of three fingers sawed off in moulding machine.
Feb'y 18	Yard.	Alexandria	Harper Hilks	Brakeman	Hand mashed coupling cars.

Feb'y 10		Alexandria	Rich'd Owens	Helper	Engine frame slipped, knocked him down and sprained his ankle.
Feb'y 26	3	Evington	W. T. Drummond	Brakeman	Hand slightly mashed uncoupling cars.
March 4	4	Culpeper	R. Hansbrough	Laborer	Struck by 55 while walking on track and badly bruised.
March 6	3	Mitchell's	Arthur Penn	Brakeman	Slipped while trying to get on caboose and had his foot mashed under wheel.
March 6	14	Reetortown	C. J. McCarthy	Brakeman	Car pulled from truck and upset with him and sprained his arm.
March 5	2	Franklin Junction	G. V. Brooks	Brakeman	Had his arm fractured by being caught between dead blocks.
April 2	14	Happy Creek	W. F. White	Brakeman	While unloading freight stepped on stone and sprined his ankle.
April 8	Mail.	Lynch's	Lee Braddock	Laborer	Pile ties fell on him breaking his leg.
May 2		Charlottesville	J. J. Jones	Section foreman	Hammer flew off handle and struck and broke his arm.
May 6	59	Alexandria	Geo. Thom	Passenger	Jumped from train and was bruised and scratched about head and face.
May 11	Yard.	Alexandria	Jas. Finnell	Brakeman	Slightly squeezed while coupling cars.
May 18	51	McIvor's	La F. Tyree	Passenger	Jumped from train and was badly bruised.
May 23	Express.	18th mile post	Henry Baily	Laborer	Was lying on track, drunk or asleep, and was run over and killed.
May 27	53	Priddy's Creek	Frank Larmond	Engineer	Jumped from engine and badly buised.
			W. H. Atkinson	Fireman	Jumped from engine and shoulder dislocated.
			Fred. Heinecke	Tramp	Leg broken badly and foot crushed. Amputated. Was stealing a ride.
			T. W. Jones	Postal clerk	Slightly bruised.
			M. Wood	Postal clerk	Slightly bruised.
			W. T. Rucker	Postal clerk	Slightly bruised.
			C. B. Holcombe	Postal clerk	Slightly bruised.
			W. B. McNeal	Postal clerk	Slightly bruised.
May 31		Amminette's	Geo. Mays		Was found on side of track with skull crushed.
June 8	5	North Garden	M. B. Bartley	Brakeman	Fell from train and sprained his right ankle and bruised his left arm.
June 27		Alexandria	B. H. Lee	Brakeman	Was picked up on side of track with left collar bone and several ribs broken.
July 5	54	Manassas Coal B'm	J. H. Ghem	Passenger	Jumped from train and fractured collar bone.
July 15	Yard.	Alexandria	G. G. Brent	Brakeman	Fell from top of car and hurt his shoulder.
July 16		Warrenton	G. V. Brooks	Brakeman	Brake lever under coach flew back and struck him in the face.
July 20		Charville	P. E. Dye		Fell in engine pit and injured himself badly.
July 22	Express.	Warrenton Junction	John Shanklin	Passenger	Tried to board train and fell and was cut and bruised about face.
July 28	51	Orange	D. Dudley	Baggageman	Caught between two trunks and mashed through lower part of body.
July 30	"	Somerset	E. H. Reid	Brakeman	Strained his back lifting.
July 30	Yard.	Danville	C. P. Layne	Brakeman	Finger mashed coupling cars.
July 15		Charville	S. Sprouse	Section hand	Cut his foot while using adze.
Aug. 6	43	33d mile post	C. B. Hecker	Engineer	Slightly bruised by jumping from engine.
Aug. 6	51	South Hardware	J. T. Crason	Engineer	Injured about buttocks and leg by jumping from engine.
Aug. 10	Express.	Franklin Junction	H. White		Foot run over and cut off while he was asleep on track
Aug. 23		Lynchburg	Dean Taylor	Machinist	Slipped and fell in front of engine and had foot mashed.
Aug. 25	6	102d mile post	W. F. White	Brakeman	Fell under train and was killed.
Aug. 30		Lanville	W H. Warner	Overhauler	Was run over and killed by car he was repairing. He did not have out any signal and engine struck the car.
Sept. 8	Yard.	Alexandria	Geo. Edwards	Brakeman	Fell against car and slightly hurt himself.
Sept. 9	53	162d mile post	J. T. Carson	Engineer	Cut about face and leg. His engine struck rock slide.
Sept. 9	53	162d mile post	Wallace Hook	Fireman	Cut about head. Engine struck rock slide.
Sept. 15	54	Mountain Run	Thos. Allen	Farmer	Drunk on track and was struck and killed.
Sept. 20	4	Amherst	D. B. Widdifield	Yard master	Trying to board train and fell and was struck by truck of caboose, fracturing his arm and crushing it badly. Amputated.
Sept. 21		Lynchburg	Lizzie Miller		Was struck by yard engine and killed on Jefferson street.

GROSS EARNINGS, &c.

The gross earnings were	$1,551,703 00
The expenses	1,032,431 27
The net revenue	519.271 73

TUNNELS.

Number of tunnels	2
Aggregate length of tunnels	624 feet.
Greatest length of tunnels	331 feet.
Average length of tunnels	312 feet.

OFFICERS OF THE COMPANY.

DIRECTORS:

A. S. BUFORD,	G. F. BAKER,
JNO. S. BARBOUR,	C. M. BLACKFORD,
JOS. BRYAN,	W. P. CLYDE,
H. C. FAHNESTOCK,	J. T. LOVELL,
C. G. HOLLAND,	JNO. McANERNEY,
J. C. MABEN,	W. G. OAKMAN,
W. H. PAYNE,	GEO. H. PARSON,
G. S. SCOTT,	A. D. SHEPARD.

PRESIDENT:

F. W. HINDERKOPER.

TREASURER:

W. H. MARBURY.

SECRETARY:

T. H. WENTWORTH, JR.

SUPERINTENDENT:

ROB'T ANDREWS.

The principal office and address of the company is at Alexandria, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. B. THOMAS,
A. S. DUNHAM,
Comptroller.

NEW YORK, PHILADELPHIA & NORFOLK R. R. COMPANY.

Line of road—Delmar, Delaware, to Cape Charles, Virginia—95 miles. Gauge, 4 feet 9 inches.

The Worcester and Somerset railroad company was incorporated under special act of the Maryland legislature, and built a road from Newtown Junction to Pocomoke City, Maryland—9 miles.

Consolidated in 1882 with the Peninsular railroad company; chartered to build from Pocomoke, Maryland, to Cherrystone, Virginia—60 miles. The consolidation assuming the title of Peninsula railroad company of Virginia. On September 17, 1881, the present company was chartered as successor of the Peninsula railroad company of Virginia.

The road was extended from Pocomoke, Maryland, to Accomac, Virginia, 28 miles, August 18, 1884; from Accomac to Belle Haven, Virginia, 14 miles, September 29, 1884; from Belle Haven to Cape Charles, Virginia, 23 miles, November 17, 1884; from Cape Charles connection is made by ferry with Old Point Comfort, Portsmouth, and Norfolk.

Principal office and address: Cape Charles, Virginia. A. J. Cassatt, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

WM. CARISS, JR.,
Secretary.

STATE OF PENNSYLVANIA,
CITY OF PHILADELPHIA, } *ss:*

I, J. G. Cassatt, treasurer, and I, H. W. Dunne, acting superintendent of operations of the New York, Philadelphia and Norfolk railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

J. G. CASSATT.
H. W. DUNNE.

Subscribed and sworn to before me, this 13th day of November, 1886.

A. P. BURCHELL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$2,500,000
Amount of capital stock subscribed by others than the state, as by last report	1,714,375
Amount of capital stock now subscribed by others than the state	1,714,375
Amount of capital stock paid in by others than the state, as by last report	1,714,375
Amount of capital stock now paid in by others than the state	1,714,375
Total amount of capital stock now actually subscribed	1,714,375
Total amount of capital stock now actually paid in	1,714,375

CLASSES OF STOCK.

Number of shares	17,143¾
Character	Common.
Par value	$100
Cash realized	$1,714,375

FUNDED DEBT.

The funded debt due to others than the state by last report	$2,848,000
The funded debt now due to others than the state	2,848,000
The total amount of funded debt now due to the state and others	2,848,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$1,848,000.	$1,000,000.
Date of issue	January 1, 1883.	January 1, 1883.
Date of payment	January 1, 1923.	October 1, 1933.
Annual rate of interest	Six per cent.	Six per cent.
Interest—when payable	Jan'y 1, and July 1.	Jan'y 1, and July 1.
Interest—where payable	Phila. and N. York.	Phila. and N. York.
Amounts realized, viz:		
In cash	$1,848,000.	$1,000,000.

NOTES OF EXPLANATION.

Class No. 1. Six per cent. bonds, secured by first mortgage of $2,000,000, limited to $16,500 per mile of finished road.

Class No. 2. Income bonds limited to $1,000,000, and further limit of $10,000 per mile of finished road. Interest (non-accumulative) to extent of six per cent. per annum if earned.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

The cost of construction and equipment is represented by the present total issue of capital stock, and the present funded debt of the company.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Delmar, Dela., to Cape Charles, Va.	95 miles.
Length of road laid	95 miles.
Length of branches laid	16.7 miles.
Weight of rail per yard on main track	60 lbs.
Number of engine-houses and shops	2
Number of engines	7
Number of first-class passenger cars rated as eight-wheel cars	3
Number of baggage, mail and express cars	1

NOTE OF EXPLANATION.

The company has in use 152 freight cars owned by the Pennsylvania car trust; also 3 locomotives owned by Burnham, Parry, Williams & Co.

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents (going north) is	94 feet.
The sum of ascents (going in the opposite direction) is	81 feet.
The whole ascent and descent overcome is	52 feet.
Which is an average per mile of	0.54 feet.
The maximum grade (going north) is, per mile, 18.3 feet for	2,300 feet.
The maximum grade (going in the opposite direction) is, per mile, 19 feet for	2,000 feet.
The sum of the straight line is	91.1 miles.
The sum of the curved lines is	3.4 miles.
The whole number of degrees of curvature is	280 degrees.
The average degrees of curvature per mile of the curved part of the road is	82.3 degrees.
The average degrees of curvature per mile of the whole road is	0.29 degrees.
The maximum radius on the main line is	1,433 feet.
The minimum radius on the main line is 10.111 feet for	0.75 miles.

NOTE OF EXPLANATION.

It is impossible to make a profile as above directed on this road. The entire elevation to be overcome is only 52 feet, and the scale prescribed is too small to do the work.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	171,801
Number of miles run by freight trains	162,397
Number of passengers (all classes) carried in cars—Virginia only	58,896
Number of miles traveled by passengers, or number of passengers carried one mile—Virginia only	1,842,052
Number of tons (2,000 pounds) of freight carried in cars—Virginia only	100,326
Total movement of freight, or number of tons carried one mile—Virginia only	5,104,933
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	23
Rate of speed of same when in motion	30
Average rate of express trains, including stops	31
Rate of speed of same when in motion	35
Average rate of speed adopted by freight trains, including stops—Local	10
Through	21
Rate of speed of same when in motion—Local	20
Through	25
Average weight in tons of passenger trains, exclusive of passengers and baggage	120
Average weight in tons of freight trains, exclusive of freight	295

NOTE OF EXPLANATION.

Figures above (except those marked Virginia only) cover entire line—Maryland and Virginia inclusive.

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	Outward.	Inward.	Total.
Pig iron	5,280,035	–	5,280,035
Coal	64,840	3,250,668	3,315,508
Other articles	122,977,340	76,145,116	199,122,456
Lead	25,500	36,760	62,260
Salt	107,130	85,116	192,246
Leaf tobacco	5,971,249	61,273	6,032,522
Tobacco stems	454,476	–	454,476
Manufactured tobacco	142,931	1,385,494	1,528,425
Cotton	16,386,132	–	16,386,132
Wheat	518,642	136,225	654,867
Corn	3,326,090	162,378	3,488,468
Oats	186,469	131,938	318,407
Bacon	33,860	277,161	311,021
Butter	37,842	103,797	141,639
Eggs	863,562	30,702	894,264
Dried fruit	1,216,229	80,796	1,297,025
Hay	52,419	965,780	1,018,199
Shucks	889,835	–	889,835
Sumac	441,123	–	441,123
Wool	231,150	19,339	250,489
Cattle	183,000	25,200	208,200
Calves	301,970	2,690	304,660
Hogs	11,313	6,871	18,184
Lambs	324,565	–	324,565
Sheep	180,827	2,250	183,077
Wood	8,824,087	171,640	8,995,727
Bark	247,510	–	247,510
Lumber	29,910,258	879,510	30,789,768
Flour	412,613	9,419,388	9,832,001
Whiskey	108,649	647,265	755,914
Cement	42,110	275,027	317,137
Lime	106,392	2,128,415	2,234,807
Tar	45,351	3,070	48,421
Total tonnage of all classes of freight	199,905,499	96,433,869	296,339,368

NOTE OF EXPLANATION.

Figures above cover entire line—Maryland and Virginia inclusive; impossible to make division.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
MAINTENANCE OF WAY:			
Ballast	2,226 10	736 87	1,489 23
Bridges, repairs of	332 22	110 75	221 47
Expenses on property	134 49	44 82	89 67
Foreman, tool and watch-houses, repairs of	2 82	94	1 88
Frogs	25	-	25
Incidentals	298 66	99 55	199 11
Oil, tallow, waste, &c	95 87	32 00	63 87
Road-bed, repairs of, labor and material	9,176 64	3,058 70	6,117 94
Snow and ice, removing	198 50	66 13	132 37
Superintendents and supervisors	1,200 00	399 96	800 04
Switches	110 55	36 85	73 70
Taxes on real estate for road	5,012 24	1,670 72	3,341 52
Tools, and repairs of tools	255 91	85 29	170 62
Track repairing	18,763 48	6,254 22	12,509 26
Watchmen	422 00	140 59	281 41
Totals	$38,229 73	$12,737 39	$25,492 34

NOTE OF EXPLANATION.

Figures above cover entire line, Maryland and Virginia inclusive.

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes—Virginia only ..... 2.54 cents.

NOTE.—The company runs no second-class passenger cars.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight—Virginia only	1.34 cents.

TABLE F.

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
MOTIVE POWER:			
Enginemen and firemen, passenger and freight	13,402 23	5,381 66	8,020 57
Engine-houses, machine shops, turn tables, repairs of	319 91	108 66	211 25
Fuel for locomotives	22,082 26	9,361 50	12,720 76
Incidentals	144 78	50 24	94 54
Laborers and watchmen	3,499 50	1,165 89	2,333 61
Locomotives, furniture, fixtures and repairs of	14,102 72	6,449 58	7,653 14
Oil, tallow, and waste for locomotives	3,048 87	1,498 52	1,550 35
Tools and machinery, repairs of	1,869 88	627 49	1,242 39
Water, wood and coal stations, expenses and repairs of	1,685 23	562 26	1,122 97
Totals	$60,155 38	$25,205 80	$34,949 58
MAINTENANCE OF CARS:			
Cars, repairs of—passenger and freight	7,137 29	3,476 49	3,660 80
Incidentals	135 93	135 93	
Laborers and watchmen	90	30	60
Oil, tallow, waste, &c	863 04	233 61	629 43
Totals	$8,137 16	$3,846 33	$4,290 83

NOTE OF EXPLANATION.

Figures above cover entire line, Maryland and Virginia inclusive.

TABLE G.

COST OF OPERATING THE ROAD.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
CONDUCTING TRANSPORTATION:			
Advertising	$991 95	$761 35	$230 60
Agents and clerks	23,109 15	7,372 05	15,737 10
Baggage-masters	2,565 42	2,565 42	
Brakemen	8,684 90	1,852 22	6,832 68
Cars—cleaning	578 55	578 55	
Car service	252 13	8,806 96	9,059 09
Conductors and dispatchers	9,557 19	4,150 64	5,406 55
Expenses of, and labor at stations	33,706 67	1,341 97	32,364 70
Heating and lighting cars and stations	2,276 63	1,254 18	1,022 45
Incidentals	8,149 80	1,935 02	6,214 78
Insurance	830 29	230 51	599 78
Loss and damage	6,596 68	466 49	6,130 19
Rents	5,421 55	1,597 29	3,824 26
Stationery and printing	4,554 37	1,772 62	2,781 75
Stations, repairs of and furniture for	2,420 19	406 55	2,013 64
Superintendents	2,000 04	666 60	1,333 44
Switchmen and watchmen	2,021 12	543 55	1,477 57
Taxes on stations, engine-houses, and shops	684 97	228 31	456 66
Taxes, State	2,565 06	855 00	1,710 06
Telegraph, expenses and repairs of	9,565 58	3,188 09	6,377 49
Wharves and landings, repairs of	4,812 16	1,532 48	3,279 68
Wrecks, clearing	260 94	19 14	241 80
Totals	$131,101 08	$42,124 99	$88,976 09
GENERAL EXPENSES:			
Advertising	$7 50	$2 50	$5 00
Clerks	7,460 13	2,486 71	4,973 42
Fuel and light	5 50	1 83	3 67
Incidental and legal expenses	1,023 87	341 29	682 58
Office expenses, repairs and furniture	1,777 35	592 45	1,184 90
Salaries	2,400 00	800 00	1,600 00
Stationery and blanks	623 48	207 83	415 65
Totals	$13,297 83	$4,432 61	$8,865 22

NOTE OF EXPLANATION.

The figures above cover entire line—Maryland and Virginia inclusive.

RECAPITULATION OF EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Conducting transportation	131,101 08	42,124 99	88,976 09
Motive power	60,155 38	25,205 80	34,949 58
Maintenance of cars	8,137 16	3,846 33	4,290 83
Maintenance of way	38,229 73	12,737 39	25,492 34
General expenses	13,297 83	4,432 61	8,865 22
Totals	$250,921 18	$88,347 12	$162,574 06

NOTE OF EXPLANATION.

The above figures are for whole line in Virginia and Maryland.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	93,962 62
From freight	181,563 28
From mail	10,816 06
From other sources	22,702 88
	$309,044 84
For transportation expenses, viz:	
For passenger business	88,347 12
For freight business	162,574 06
For interest on funded debt	110,880 00

NOTES OF EXPLANATION.

Above earnings and expenses are for railway in Virginia and Maryland.

The actual earnings in Virginia, are—

From passengers	46,900 04
From freight	68,551 03
From mails	5,425 27
Other sources	4,005 30
Total	$124,881 64

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was..... 312

PAYMENTS.

January 1, 1886. Semi-annual interest 3 per cent. of $1,848,000, 1st mortgage bonds outstanding at date	55,440 00
July 1, 1886. Semi-annual interest 3 per cent. of $1,848,000, 1st mortgage bonds outstanding at date	55,440 00
Total	$110,880 00

FOR RENTS OF OTHER RAILROADS, STEAMBOATS, &c., FOR TRANSPORTATION OF PASSENGERS AND FREIGHTS.

Charters:

Steamboat "Eastern Shore"	1,395 00
Tug boats	6,158 81
Total	$7,553 81

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees injured.	Others killed.
Fell or were thrown from the cars	1	-
Run over while walking or standing on the track	-	1
Killed or injured at road crossings	-	1
At work or standing by trains	6	
Total of each class of persons	7	2

Total number of persons killed	2
Total number of persons injured, but not killed	7

NOTES OF EXPLANATION.

John Brown, colored track laborer, thrown from hand-car near New Church, Va.; right ankle run over and bone fractured, December 10, 1885.

Thomas Bell, colored boy, running across track ahead of express, (south,) ¾ miles south of Machipongo, Va.; ran into side of engine and killed, August 15, 1886.

Judson Kellam, farmer, attempting to drive across track at Camp-meeting road-crossing, 1½ miles north of Keller, Va., ahead of Old Point express, (south), was struck and killed, December 21, 1885. Coroner exonerated company.

Geo. W. Berry, brakeman, caught between bumpers while coupling cars at Cape Charles, Va., and slightly injured, December 11, 1885.

Edward Dougherty, brakeman, caught between bumpers while coupling cars at Cape Charles, Va., and slightly injured, May 10, 1886.

Irwin Brittingham, brakeman, while coupling cars at Cape Charles, Va., had right arm caught and badly bruised, May 25, 1886.

Geo. A. Pennewell, brakeman, while coupling cars at Cape Charles, Va., had left arm caught and flesh badly torn—no bones broken, August 3, 1886.

A. C. White, brakeman, while coupling cars at Onley, Va., had fingers of left hand crushed—two fingers had to be amputated, September 17, 1886.

Jessee Kelley, brakeman, while coupling cars at Parksley, Va., had right arm caught between bumpers and badly bruised, September 21, 1886.

STATEMENT OF THE AMOUNT CHARGED TO CONSTRUCTION AND EQUIPMENT.

Total amount thus charged	$5,615 81
Applied to the following objects, viz:	
To buildings for conducting transportation	531 99
To engineering	939 27
To miscellaneous	130 00
To road superstructure—Ballast	2,396 90
Frogs and switches	492 43
Labor	625 22

GROSS EARNINGS.

The gross earnings were	$309,044 84
The expenses	250,921 18
The net revenue	58,123 66

HOW DISTRIBUTED.

	Gross earnings.	Expenses.	Net revenue.
First and second-class passengers	93,902 62	88,347 12	
First, second, third and fourth-class freight	181,563 28	162,574 06	
Express freight	7,708 01		
Mail	10,816 06		
Other sources	14,994 87		
Totals	$309,044 84	$250,921 18	$58,123 66

NOTES OF EXPLANATION.

Figures above cover entire line, Maryland and Virginia inclusive.

Actual gross earnings in Virginia only, were $124,881 64.

Impossible to make division of working expenses to show proportion chargeable to line in Virginia only.

OFFICERS OF THE COMPANY.

DIRECTORS:

A. J. CASSATT,
WM. A. PATTON,
WM. L. SCOTT,
R. H. TOWNSEND, JR.,
J. G. CASSATT,
U. H. PAINTER,
C. A. GRISCOM.

PRESIDENT:
A. J. CASSATT.

TREASURER:
J. G. CASSATT.

SECRETARY:
WM. CARISS, JR.

SUPERINTENDENT:
H. W. DUNNE.

The principal office and address of the company is at Cape Charles, Northampton county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

J. G. CASSATT.
H. W. DUNNE.

RICHMOND, FREDERICKSBURG & POTOMAC R. R. CO.

Line of road—Richmond to Quantico, Virginia—80 miles. Gauge 4 feet, 8½ inches.

Chartered February 25, 1834; road opened from Richmond to Fredericksburg January 23, 1837; to Quantico September 30, 1872.

Principal office and address: Richmond, Va. Joseph P. Brinton, President.

I, J. B. Winston, treasurer, and I, E. T. D. Myers, general superintendent of operations of the Richmond, Fredericksburg and Potomac railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

J. B. WINSTON,
Treasurer.

E. T. D. MYERS,
General Superintendent.

Subscribed and sworn to before me, this 20th day of November, 1886.

J. R. V. DANIEL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$1,530,500
Amount of capital stock subscribed by the state, as by last report	275,200
Amount of capital stock now subscribed by the state	275,200
Amount of capital stock subscribed by others than the state, as by last report	1,255,300
Amount of capital stock now subscribed by others than the state	1,255,300
Amount of capital stock paid in by the state, as by last report	275,200
Amount of capital stock now paid in by the state	275,200
Amount of capital stock paid in by others than the state, as by last report	1,255,300
Amount of capital stock now paid in by others than the state	1,255,300
Total amount of capital stock now actually subscribed	1,530,500
Total amount of capital stock now actually paid in	1,530,500
Dividend obligations issued for dividend	1,066,500
Dividend scrip issued for dividend	4,850

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
No. of shares	10,301	4,811	193		
Character	Common.	7 pr. ct. guar'd.	6 pr. ct. guar'd.	Dividend obligations.	Dividend scrip.
Par value	$100	$100	$100	$100	
Cash realized	$1,030,100	$481,100	$19,300	$1,066,500	$4,850

FUNDED DEBT.

The funded debt due to others than the state by last report	$817,811 23
The funded debt now due to others than the state	817,811 23
The total amount of funded debt now due to the state and others	817,811 23
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
Amount	$218,167 85	$39,440 38	$300,000	$110,203	$150,000
Date of issue	Various.	Various.	1870.	Various.	1870.
Date of payment	1901.	1887 and 1895.	1901.	1895 and 1899.	1890.
Annual rate of interest	5 per cent.	6 per cent.	6 per cent.	7 per cent.	8 per cent.
Interest—when payable	January and July.	January and July.	May and Novem.	January and July.	January and July.
Interest—where payable	London and Rich'd.	Richmond.	Rich'd and Phila.	Richmond.	Rich'd and Phila.
Amounts realized, viz:					
In cash	$218,167 85	$39,440 38	$300,000 00	$110,203 00	$150,000 00
Nature and character of security	Coupon and registered bonds and cer. of debt.	Coupon and registered bonds and certificates of debt.	Coupon bonds.	Registered bonds and certificates of debt.	Coupon bonds.

FLOATING DEBT.

The floating debt, as per last report	$100,744 54
The amount now of floating debt	73,890 09

NOTE OF EXPLANATION.

The floating debt of the company is due to individuals and companies on open account on which no interest is paid.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$3,075,008 06	$3,044,442 75

TABLE C.

CHARACTERISTICS.

Length of the main line of road is	80 miles.
Length of road laid	80 miles.
Length of sidings	8 miles.
Weight of rail per yard on main track—(steel)	50 to 56 lbs.
Number of engine-houses and shops	7
Number of engines	16
Number of first-class passenger cars rated as eight-wheel cars	12
Number of second-class cars	3
Number of baggage, mail, and express cars	9
Number of freight cars	108

PASSENGER BUSINESS DURING THE FISCAL YEAR ENDING SEPTEMBER 30, 1886, COMPARED WITH 1885.

	1885–5.	1884–5.	Increase.	Decrease.
Number of through passengers	94,587	99,511	–	4,924
Number of local passengers	56,579	54,546	2,033	
Number of commutation passengers	36,480	37,960	–	1,480
Number of excursion passengers	27,479	26,093	1,386	
Total number of passengers	215,125	218,110	–	2,985
Number of miles traveled by through passengers	6,777,232	7,076,397	–	293,164
Number of miles traveled by local passengers	1,349,438	1,282,998	66,440	
Number of miles traveled by commutation passengers	599,984	613,156	–	13,172
Number of miles traveled by excursion passengers	992,592	757,774	234,818	
Total mileage	9,719,246	9,724,325	–	5,073
Receipts from through passengers	$198,259 78	$198,105 52	$154 26	
Receipts from local passengers	45,590 22	40,802 78	4,789 44	
Receipts from commutation passengers	5,216 00	5,514 00	–	$298 00
Receipts from excursion passengers	8,011 34	8,152 02	–	140 68
Total receipts from passengers	$257,077 34	$252,574 32	4,503 02	
Average receipt per mile traveled	2.64	2.60	.4	
Receipts per mile from through travel	2.93	2.80	.13	
Receipts per mile from local travel	3.37	3.18	.19	
Receipts per mile from commutation travel	.87	.88	–	.1
Receipts per mile from excursion travel	.81	1.7	–	.26
Average number of miles traveled by each through passenger	71.65	71	.65	
Average number of miles traveled by each local passenger	23.85	23.52	.33	
Average number of miles traveled by each commutation passenger	16.44	16.15	.29	
Average number of miles traveled by each excursion passenger	36.12	29.3	7.9	
Number of regular passenger trains	3,346	3,394	–	48
Average number of passengers in each regular train	56	45	11	

FREIGHT BUSINESS DURING THE FISCAL YEAR ENDING SEPTEMBER 30, 1886, COMPARED WITH 1885.

	1885–6.	1884–5.	Increase.	Decrease.
Express freight—tons carried one mile	229,372	219,506	9,866	
Through freight—tons carried one mile	11,341,554	7,900,135	3,441,419	
Local freight—tons carried one mile	935,101	1,183,414	-	248,313
Total number of tons carried one mile	12,506,027	9,303,055	3,202,972	
Express freight—in tons	3,084	2,918	166	
Through freight—in tons	186,398	122,352	64,046	
Local freight—in tons	30,555	41,691	-	11,136
Total number of tons	220,037	166,961	53,076	
Receipts from express freight	$20,266 65	$18,948 17	$1,318 48	
Receipts from through freight	130,537 67	104,448 34	26,089 33	
Receipts from local freight	37,975 08	40,444 37	-	$2,469 29
Total receipts from freight	$188,779 40	$163,840 88	$24,938 52	
Receipts from express freight per ton per mile	8.83	8.63	.20	
Average receipts per ton per mile from freight, not including express freight	1.37	1.59	-	.22
Receipts from express freight per ton	$6 57	$6 49	8	
Receipts from through freight per ton	70	85	-	15
Receipts from local freight per ton	$1 24	97	.27	
Number of tons of express freight per mile of road	37.74	35.71	2.3	
Number of tons of through freight per mile of road	2,281	1,497	784	
Number of tons of local freight per mile of road	374	510	-	136
Total number of tons per mile of road	2,692.74	2,042.71	650.3	
Number of miles each ton express freight carried	74.37	75.22	-	.85
Number of miles each ton through freight carried	60.84	64.56	-	3.72
Number of miles each ton local freight carried	30.60	28.38	2.22	
Average number of tons express freight carried each mail train	1.48	1.40	.8	
Average number of tons other freight carried per train mile	99.40	84.79	14.61	

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	193,055
Number of miles run by freight trains	123,951
Number of passengers (all classes) carried in cars	215,125
Number of miles traveled by passengers, or number of passengers carried one mile	9,719,246
Number of tons (2,000 pounds) of freight carried in cars	220,037
Total movement of freight, or number of tons carried one mile	12,506,027
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	26
Rate of speed of same when in motion	32 to 45
Average rate of express trains, including stops	29
Rate of speed of same when in motion	35 to 50
Average rate of speed adopted by freight trains, including stops	9 to 14
Rate of speed of same when in motion	10 to 20
Average weight in tons of passenger trains, exclusive of passengers and baggage	200
Average weight in tons of freight trains, exclusive of freight	260

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Outward.	Inward.	Total.
Pig iron—tons	1,442	630	1,872
Coal—tons	1,460	36,840	38,280
Coke—tons	570	-	570
Other minerals—tons	4,002	254	4,256
Salt—tons	1,300	176	1,476
Leaf tobacco—pounds	5,267,201	3,071,225	8,338,426
Tobacco stems—pounds	21,500	-	21,500
Manufactured tobacco—pounds	6,703,202	24,300	6,727,502
Cotton—pounds	5,000	21,200	26,200
Wheat, "	1,625,288	7,659,403	9,284,691
Corn, "	803,251	16,496,500	17,299,751
Oats, "	320,435	4,207,402	4,527,837
Rye, "	2,206	150,313	152,519
Coal oil—barrels	1,865	29,756	31,621
Bacon—pounds	321,406	5,604,227	5,925,633
Butter, "	8,142	182,300	190,444
Eggs, "	160,501	154,222	314,723
Dried fruit—pounds	140,212	54,105	194,317
Hay—pounds	680,491	10,476,322	11,156,813
Shucks—pounds	1,154	72,506	73,660
Sumac, "	4,728,388	644,508	5,372,896
Wool, "	160,503	210,035	361,538
Tallow, "	-	506	506
Cattle, car-loads of	36	54	90
Calves, "	2	18	20
Hogs, "	1	10	11
Lambs, "	25	3	28
Sheep, "	2	5	7
Wood, "	98	410	508
Bark, "	220	41	261
Lumber, "	1,420	206	1,626
Flour, barrels of	12,403	110,202	122,605
Whiskey, "	605	4,071	4,676
Cement, "	-	180	180
Lime, "	620	18,905	19,525
Tar, "	402	11	413
Other articles—tons	27,966	58,933	86,889

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.64 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.37 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Administration:			
Advertising, (general)	37 65		
Attendants in general office	590 50		
Clerks in general office	5,944 10		
Fuel and light in general office	404 24		
Furniture, &c., in general office	38 24		
Incidental expenses of administration	1,990 94		
Legal expenses	499 18		
Repairs and rent of general office	28 46		
Salaries of officers	15,503 28		
Stationery and printing for general office	726 04		
Miscellaneous	96 50		
		25,859 13	
Maintenance of roadway and structures:			
Ballast	1,814 88		
Bridges and trestles, repairs of	4,164 52		
Car shops and sheds, repairs of	26 30		
Cars, road, repairs of	541 38		
Cross-ties and switch sills	11,139 16		
Division houses, repairs of	138 00		
Fences and cattle guards, repairs of	105 27		
Oil, tallow, waste, &c., road service	134 22		
Road bridges and crossings, repairs of	47 92		
Road bed, repairs of	16,850 08		
Shop and engine houses, repairs of	190 16		
Tools, and repairs of tools for road-bed	250 41		
Water, wood, and coal stations, repairs of	426 19		
Watchmen, road and bridge, and track walking	3,050 77		
Miscellaneous	36 43		
New section house	506 43		
New culverts, and repairs of old	2,825 75		
		42,247 87	
Taxes and insurance on property:			
Taxes—county, municipal and state	2,792 39		
Insurance on buildings and structures	759 18		
		3,551 57	
			71,658 57

Ordinary:			
Agents, assistants, and clerks at stations	15,115 39		
Dispatchers and yard masters	2,340 55		
Depot grounds and platforms, repairs of	484 94		
Expenses of stations, except labor	238 14		
Fuel for stations	438 11		
Furniture for stations	320 68		
Labor at stations	8,831 17		
Light at stations	1,082 45		
Revenue and postage stamps	318 33		
Stations and depots, repairs of and rent	419 85		
Stationery and printing for stations	2,343 14		
Switchmen and watchmen at depots	2,351 90		
Telegraph expenses, including operators	2,212 91		
New depots at country stations	3,652 61		
Miscellaneous	40 07		
		40,190 24	
Special:			
Avertising transportation	945 84		
Agents, soliciting	1,267 86		
Miscellaneous	66 09		
		2,279 79	
			42,470 03
Motive power:			
Engineers and firemen	15,748 98		
Fuel for heating machine shops	3 78		
Incidentals	40 29		
Locomotive-engines, repairs of	10,378 14		
Master mechanics, foremen, and clerks	2,860 50		
Oil and tallow for engines	1,953 56		
Patterns and tools, repairs of	502 84		
Stationary engines for machine shop	201 95		
Stationery and printing	41 60		
Shop machinery, additions and repairs of, (machine shops).	447 49		
Turn tables, repairs of	2 10		
Waste and packing for engines	401 00		
Watchmen and engine-wipers	2,486 49		
Smith's coal	658 82		
New turn-table	30 87		
		35,758 41	
Train service and supplies:			
Baggage masters	1,769 72		
Brakemen	8,488 81		
Conductors	7,982 44		
Incidental train expenses	1,099 11		
Light for cars, (freight)	173 60		
Agents and porters through line	841 18		
		20,354 86	
Casualties:			
Insurance on engines, cars and goods in transitu	1,048 39		
Loss and damage	331 57		
Personal injury and damages	624 20		
Stock killed	652 50		
Wrecking	68 80		
Miscellaneous	5 05		
		2,930 51	
			59,043 78
Maintenance of cars:			
Cars—Pullman, repairs of	1,438 44		
Passenger, repairs of	4,154 12		

Cars—Baggage and express, repairs of	2,173 65		
Mail, repairs of	1,306 62		
Freight, repairs of	2,872 52		
Foremen in car shops and clerks	1,480 00		
Incidental expenses on cars	254 42		
Stationary engine for car shops	103 27		
Shop machinery, repairs of (car shops)	9 35		
Tools, and repairs of tools for car shops	290 58		
Watchmen	445 96		
Coal for car shops	398 61		
Miscellaneous	40 76		
		14,968 30	
Car service and supplies:			
Car cleaning and inspecting	1,995 90		
Car furniture and fixtures	72 78		
Fuel for cars (passenger)	444 71		
Light for cars (passenger)	311 44		
Oil, tallow, packing, &c., for cars	961 35		
		3,786 18	
			18,754 48
Fuel and water:			
Fuel for locomotives—Wood	155 35		
Coal	24,831 20		
Water, wood, and coal stations, expenses of	3,254 21		
Miscellaneous	15 41		
		28,256 17	
Maintenance of track:			
Frogs and switches, repairs of	924 76		
Incidental expenses of track	343 72		
Steel rails	16,885 86		
Tools, and repairs of tools (for track)	170 51		
Joints and chairs	2,919 51		
Track, repairs of	6,203 47		
Track at Byrd street station	781 57		
		28,229 40	
			56,485 57
			248,412 43
Hire of cars as follows:			
Pullman sleepers		7,112 01	
Freight—Debit balance	12,697 51		
Less passenger, baggage and mail credit balance	790 91		
		11,906 60	
			19,018 61
Expenses Ashland park			507 50
			267,938 54
New engine		8,098 00	
Less old engines sold		4,500 00	
			3,598 00
Total current expenses for the year			$271,536 54

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	257,077 34
From freight	188,779 40
From mail	53,522 65
From other sources	6,032 75
	$505,412 14
Receipts:	
From passengers	257,077 34
From freight	188,779 40
From mail	53,522 65
From other sources	7,626 37
Cash on hand 30th September, 1885	43,403 88
	$550,409 64
For transportation expenses, viz:	
For passenger, freight, and other business	271,536 54
For interest on funded debt	50,369 01
For dividends on guaranteed stock	34,835 00
Other payments	162,533 72
Cash on hand 30th September, 1886	31,135 37
	$550,409 64

DIVIDENDS.

Of 3½ and 3 per cent., made November 1, 1885	$17,417 50
Of 3½ and 3 per cent., made May 1, 1886	17,417 50

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Injured:	
Unknown	1
Total number of persons injured, but not killed	1

NOTE OF EXPLANATION.

October 22d, 1885.—A man giving his name as B. A. French, was found on side of track near Sinton's crossing, with right hand mashed and head cut. He said he attempted to get on a train while passing him. No more known. He was taken to almshouse where he died.

OFFICERS OF THE COMPANY.

DIRECTORS:

L. B. ANDERSON, CHARLES CHAUNCEY,
W. T. WALTERS, FRANCIS T. WILLIS,
B. F. NEWCOMER.

PRESIDENT:

JOSEPH P. BRINTON.

TREASURER AND SECRETARY:

JAMES B. WINSTON.

ENGINEER AND GENERAL SUPERINTENDENT:

E. T. D. MYERS.

The principal office and address of the company is at Richmond, Henrico county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

J. B. WINSTON,
Treasurer.

E. T. D. MYERS,
General Superintendent.

SEABOARD & ROANOKE RAILROAD COMPANY.

Line of road—Portsmouth, Virginia, to North Carolina line—59 miles. Gauge 4 feet 8½ inches.

Consolidation in 1848 of the Portsmouth and Roanoke railroad company (chartered March 8, 1832), and the Roanoke railroad company (chartered May 10, 1836). At the time of consolidation, both roads had been sold under foreclosure. The reconstructed line was opened November 10, 1851.

Principal office and address: Portsmouth, Va. John M. Robinson, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the General Assembly of Virginia, as far as practicable.

WM. W. CHAMBERLAIN,
Treasurer.

I, Wm. W. Chamberlaine, treasurer, and I, J. S. Browne, acting superintendent of operations of the Seaboard and Roanoke railroad company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

WM. W. CHAMBERLAINE,
Treasurer.

JOE SAM. BROWNE, *M. T.*

Subscribed and sworn to before me, this 15th day of November, 1886.

LEIGH R. WATTS,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$1,500,000
Amount of capital stock subscribed by others than the state, as by last report	1,302,900
Amount of capital stock now subscribed by others than the state	1,302,900
Amount of capital stock paid in by others than the state, as by last report	1,302,900
Amount of capital stock now paid in by others than the state	1,302,900
Total amount of capital stock now actually subscribed	1,302,900
Total amount of capital stock now actually paid in	1,302,900

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.
No. of shares	10,587	2,000	442
Character	Common.	1st preferred.	2d preferred.
Par value	$100	$100	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$432
The funded debt now due to others than the state	690,104
The total amount of funded debt now due to the state and others	690,104
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$104	$690,000.
Date of issue	November, 1873.	August 2, 1886.
Date of payment	November, 1883.	August 1, 1916.
Annual rate of interest	Past due.	Six per cent.
Interest—when payable	No interest.	Feb'y and August.
Interest—where payable	-	Portsmouth.
Amounts realized, viz:		
In cash	$104	$690,000.
Nature and character of security	Conv. loan.	Cer. indebtedness.

FLOATING DEBT.

The floating debt as per last report	$333,908 34
The amount now of floating debt	181,000 00
The average rate per annum of interest on floating debt	6 per cent.

AVERAGE AMOUNT OF FLOATING DEBT.

Average amount of debt	$181,000

NOTE OF EXPLANATION.

Consists of bills payable for temporary loans to be paid out of the current income.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$2,230,470 01	$2,301,343 26

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Portsmouth, Va., to Weldon, N. C.	79 miles.
Length of road laid	79 miles.
Weight of rail per yard on main track	50 lbs.
Number of engine-houses and shops	1 each.
Number of engines	24
Number of first-class passenger cars rated as eight-wheel cars	6
Number of second-class cars	8
Number of baggage, mail, and express cars	4
Number of freight cars	393

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going south) is	428 feet.
The sum of the ascent (going in the opposite direction) is	358 feet.
The whole ascent and descent overcome is	786 feet.
Which is an average per mile of	9 feet.
The maximum grade (going south) is, per mile, 26½ feet for	65.95 miles.
The maximum grade (going in the opposite direction) is, per mile	12.61 feet.
The sum of the straight line is	65.95 miles
The sum of the curved lines is	12.61 miles.
The whole number of degrees of curvature is	431.25 degrees.
The average degrees of curvature per mile of the curved part of the road is	34.12 degrees.
The average degrees of curvature per mile of the whole road is	5.28 degrees.
The maximum radius on the main line is	34,380 feet.
The minimum radius on the main line is	3,820 feet.
For 2,037 feet	.38 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	58,609
Number of miles run by freight trains	325,728
Number of passengers (all classes) carried in cars	61,362
Number of miles traveled by passengers, or number of passengers carried one mile	3,596,365,458
Number of tons (2,000 pounds) of freight carried in cars	251,564
Total movement of freight, or number of tons carried one mile	81,941,438,592
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	26
Rate of speed of same when in motion	30
Average rate of express trains, including stops	26
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	16
Rate of speed of same when in motion	20
Average weight in tons of passenger trains, exclusive of passengers and baggage	98
Average weight in tons of freight trains, exclusive of freight	250

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	Outward.	Inward.	Total.
	Pounds.	*Pounds.*	*Pounds.*
Pig iron (estimated)	220,000	-	220,000
Coal	712,000	93,000	805,000
Lead (estimated)	120,000	-	120,000
Salt	2,850,000	-	2,850,000
Leaf tobacco	-	239,650	239,650
Tobacco stems	-	57,900	57,900
Manufactured tobacco	296,750	59,280	356,030
Cotton	-	-	84,728,350
Wheat	63,780	-	63,780
Corn	9,670,112	-	9,670,112
Oats	596,680	-	596,780
Railroad iron, guano, and other articles not on list (estimated)	-	-	273,084,928
Bacon	29,670,950	230,600	29,901,550
Butter and oleomargerine (estimated)	370,860	-	370,860
Eggs	-	69,200	69,200
Dried fruit (estimated)	-	56,490	56,490
Hay	2,978,370	-	2,978,370
Cattle, car-loads of—60	-	1,200,000	1,200,000
Sheep, " 9	-	180,000	180,000
Wood, " 190	-	3,800,000	3,800,000
Lumber, " 3,290	-	65,800,000	65,800,000
Flour, barrels of—62,980 (estimated)	12,596,000	-	12,596,000
Whiskey, barrels of—11,670	4,668,000	-	4,668,000
Cement, " 3,100	930,000	-	930,000
Lime, " 13,800	2,760,000	-	2,760,000
Tar and rosin, barrels of—36,750	-	-	11,025,000
Total tonnage of all classes of freight			251,564

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	2 to 4 cents.
For first-class way passengers	4 cents.
For second-class through passengers	1½ to 3 cents.
For second-class way passengers	3 cents.
For connections	2½ cents.
Average rates of fare charged for all classes	2.95 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	6 cents.
Rate per ton per mile charged on second-class freight	5 cents.
Rate per ton per mile charged on third-class freight	4 cents.
Rate per ton per mile charged on any other freight	2 and 1 cents.
Average rate per ton per mile charged on all classes of freight	3 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway; repairs of buildings, fences and gates	42,787 81
New transfer arrangements, new warehouses, signal stations, and coal trestles	19,914 72
Total	$62,702 53

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders, passenger, mail, baggage, and freight cars; repairs of tools and machinery in shops, incidental expenses, oil, fuel, clerks, and watchmen about work-shops	$41,977 92
New engines (three)	20,195 63
Total	$62,173 55

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c., agents, clerks, labor, loading and unloading freight, porter, and watchmen	$104,471 61
Switch tenders, conductors, baggagemen, brakemen, enginemen, and firemen; fuel use—wood and coal	97,362 71
Loss and damage of goods and baggage, injuries to persons, property, and cattle	29,930 33
For salaries of president, directors, secretary, treasurer, superintendent, and general officers	25,162 50
For office expenses	628 30
Steam tug and barges	19,728 55
Total	$277,284 00

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$62,702 53
Repairs of machinery	62,173 55
Operating	277,284 00
Total	$402,160 08

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$78,257 73
From freight	464,276 06
From mail	5,954 00
From other sources	42,048 15
Receipts:	
From mail	45,230 95
For transportation expenses, viz:	
For passenger and freight business	402,160 08
For other business	46 05
For guaranteed dividends	24,420 00
For interest on floating debt	14,995 56
For dividends	114,420 00
Amount carried to surplus fund	79,725 20
Total amount of surplus fund	1,768,850 70

PAYMENTS.

For interest on floating debt	$14,995 56
Of funded debts—convertible loan paid off	328 00
Of floating debts—bills payable reduced	75,308 33
Common stock:	
Of dividends of 5 per cent., made May, 1885	57,210 00
of 5 per cent., made November, 1885	57,210 00
First preferred stock:	
Of dividends of 5 per cent., made March, 1885	10,000 00
of 5 per cent., made September, 1885	10,000 00
Second preferred stock:	
Of dividends of 5 per cent., made June, 1885	2,210 00
of 5 per cent., made December, 1885	2,210 00
For other payments—purchase of property	69,078 25

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees injured.	Others killed.
Run over while walking or standing on the track	-	2
At work or standing by trains	2	
Total of each class of persons	2	2

Total number of persons killed	2
Total number of persons injured, but not killed	2

NOTES OF EXPLANATION.

Hattie Laimer—August, 1885. By No. 47, (mail train). Killed by running down to look at train and fell under car of train before she could stop herself, near Franklin.

Nelson Foster—September 2[illegible], 1885. Hand was mashed coupling cars on material train at Handsonn's Depot.

Allen Murfee—October 8, 1885. Killed by No. 25, (freight train)—supposed to have fallen under the train while in a drunken condition, walking along side of track, at Boykin's Depot.

George W. Persons—November 16, 1885. Finger cut off while coupling cars at Franklin Depot. He was train hand on No. 15 train.

All colored. No blame attached to railroad company for any of the above accidents.

GROSS EARNINGS.

The gross earnings were	$590,535 94
The expenses	402,160 08
The net revenue	188,375 86

OFFICERS OF THE COMPANY.

DIRECTORS:

R. C. HOFFMAN,
M. ROBINSON, JR.,
RICHARD DICKSON,
ENOCH PRATT,
LOUIS McLANE,
DAVID A. BARNES.

PRESIDENT:

JNO. M. ROBINSON.

TREASURER AND SECRETARY:

WM. W. CHAMBERLAINE.

SUPERINTENDENT OF TRANSPORTATION:

L. T. MYERS.

The principal office and address of the company is at Portsmouth, Norfolk county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

WM. W. CHAMBERLAINE,
Treasurer.

SHENANDOAH VALLEY RAILROAD COMPANY.

Line of road—Hagerstown, Md., to Roanoke, Va.—238.11 miles. Gauge 4 feet 9 inches.

Chartered February 23, 1867, and completed to Roanoke, Va., June 19, 1882. It is now in the hands of receivers.

Principal office and address: Roanoke, Va., and Philadelphia, Pa. S. F. Tyler, receiver.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

S. F. TYLER,
Receiver.

STATE OF PENNSYLVANIA,
CITY OF PHILADELPHIA, } *ss:*

I, Sidney F. Tyler, receiver, and I, G. R. W. Armes, treasurer for receiver of the Shenandoah Valley railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

S. F. TYLER,
Receiver.

G. R. W. ARMES,
Treasurer for Receiver.

Subscribed and sworn to before me, this 13th day of November, 1886.

ROBERT C. H. BROCK,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock now subscribed by others than the state	$3,696,200
Amount of capital stock paid in by others than the state, as by last report	3,696,200
Amount of capital stock now paid in by others than the state	3,696,200
Total amount of capital stock now actually subscribed	3,696,200
Total amount of capital stock now actually paid in	3,696,200

CLASSES OF STOCK.

Number of shares	36,962.
Character	Ordinary capital stock.
Par value	$100.

FUNDED DEBT.

The funded debt due to others than the state by last report	$8,837,000
The funded debt now due to others than the state	8,883,000
The total amount of funded debt now due to the state and others	8,883,000
The average rate per annum of interest on funded debt now due to others	4½ per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.
Amount	$2,270,000	$4,113,000	$2,500,000
Date of issue	April 1, 1880.	April 5, 1881.	February 12, 1883.
Date of payment	January 1, 1909.	April 1, 1921.	January 1, 1923.
Annual rate of interest	Seven per cent.	Six per cent.	Not yet payable.
Interest—when payable	January 1, and July 1.	April 1, and October 1.	
Interest—where payable	Phila. and New York.	Phila. and New York.	
Nature and character of security	1st mortgage S. V. R. R. Co.	Gen'ral mortgage S. V. R. R. Co.	Income mortgage S. V. R. R. Co.

NOTES OF EXPLANATION.

Of the above the following amounts are owned by the receiver of the company as assets:

General mortgage bonds	$119,000
Income mortgage bonds	910,000

FLOATING DEBT.

The floating debt, as per last report—(notes secured by collateral	$54,740 76
The amount now of floating debt	54,740 76
The average rate per annum of interest on floating debt	6 per cent.

AVERAGE AMOUNT OF FLOATING DEBT.

Average amount of debt—floating debt same through entire year.
Average interest—6 per cent. for entire year.
When payable—all past due; road in hands of receiver.

NOTE OF EXPLANATION.

Floating debt was incurred for material and supplies, equipment, &c. Some of same may be paid out of current earnings. A portion does not come within the terms of the orders of the court and cannot be paid.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

The cost of construction and equipment is represented by the present total issue of capital stock, and by the present total funded debt of the company.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Hagerstown, Maryland, to Roanoke, Va	238.11 miles.
Length of road laid	238.11 miles.
Length of branches laid	17.24 miles.
Weight of rail per yard on main track	50 and 56 lbs.
Number of engine-houses and shops	2
Number of engines	41
Number of first-class passenger cars rated as eight-wheel cars	22
Number of baggage, mail and express cars	8
Number of freight cars	819

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents (going south) is	4,482.06 feet.
The sum of ascents (going in the opposite direction) is	4,150.81 feet.
The whole ascent and descent overcome is	8,632.87 feet
Which is an average per mile of	36.25 feet.
The maximum grade (going south) is, per mile, 89.76 feet for	.88 miles.
The maximum grade (going in the opposite direction) is, per mile, 84.48 feet for	.19 miles.
The sum of the straight line is	156.55 miles.
The sum of the curved lines is	81.56 miles.
The whole number of degrees of curvature is	14,827.7 degrees.
The average degrees of curvature per mile of the curved part of the road is	181.47 degrees.
The average degrees of curvature per mile of the whole road is	62.16 degrees.
The maximum radius on the main line is	17,190 feet.
The minimum radius on the main line is 603 feet for	.14 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	369,409
Number of miles run by freight trains	373,240
Number of passengers (all classes) carried in cars	167,561
Number of miles traveled by passengers, or number of passengers carried one mile	8,288,794
Number of tons (2,000 pounds) of freight carried in cars	390,865
Total movement of freight, or number of tons carried one mile	41,408,976
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	26.5
Rate of speed of same when in motion	32.5
Average rate of express trains, including stops	26.5
Rate of speed of same when in motion	32.5
Average rate of speed adopted by freight trains, including stops	10.5
Rate of speed of same when in motion	13.5
Average weight in tons of passenger trains, exclusive of passengers and baggage	120 100
Average weight in tons of freight trains, exclusive of freight	228.1900

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Northward.	Southward.	Total.
	Tons.	*Tons.*	*Tons.*
Wheat	6,487	7,433	13,920
Corn	524	1,182	1,706
Oats	30	104	134
Rye and barley	31	44	75
Grass and other seeds	20	82	102
Cotton	10,236	25	10,261
Cotton-seed meal, oil and cake	910	1	911
Flour	581	1,334	1,915
Fruit—Green	1,345	186	1,531
Dried	165	9	174
Hay, straw and forage	382	607	989
Peanuts	38	1	39
Tobacco leaf	1,404	203	1,607
Tobacco, manufactured	126	177	303
Vegetables	41	177	218
Lumber	24,730	1,903	26,633
Logs	1,423	172	1,595
Bark	9,597	2,170	11,767
Cord wood	1,015	337	1,352
Charcoal	146	127	273
Ties and telegraph poles	290	11	301
Rough spokes, hubs, staves, &c	2,728	260	2,988
Sumac	314	19	333
Cattle and calves	9,792	132	9,924
Horses and mules	914	69	983
Hogs	283	6	289
Sheep and lambs	2,204	27	2,231
Hides—dry and green	307	2,391	2,698
Leather	1,909	122	2,031
Provisions—Bacon, meat, and lard	114	562	676
Butter, eggs, cheese and fowls	635	8	643
Wool	41	25	66
Iron ore	46,030	16,135	62,165
Manganese ore	19,069	47	19,116
Zinc ore	111	-	111
Copper and other ores	-	1	1
Pig iron	29,890	316	30,206
Pig lead, shot and bar lead	2	45	47
Zinc spelter	566	1	567
Coal—Anthracite	13	4,418	4,431
Bituminous, slack, &c	7,152	1,959	9,111
Coke	42	26,517	26,559
Paint, earths, ochre, barytes, &c	407	129	536
Kaolin, clays, brick, &c	765	3,820	4,585
Limestone	2	50,346	50,348
Marble, slate, and stone, (except limestone)	5,925	877	6,802
Sand, lime and cement	937	5,864	6,801
Plaster	137	262	399
Petroleum and its products	62	825	887
Salt	88	435	523
Rails and rail fastenings	3	18,293	18,296
Bar plate, sheet and other iron and steel	676	5,056	5,732
Hardware and tin plate	112	2,307	2,419
Stoves, tin-ware and hollow-ware	41	930	971
Agricultural implements, wagons, &c	226	1,107	1,333
Machinery	228	3,784	4,012
Cars, locks, car wheels, axles, &c	4,204	2,905	7,109
Boots, shoes, trunks and hats	15	352	367
Crockery, glass and queensware	69	1,015	1,084
Dry goods	209	729	938
Drugs	64	169	233
Coffee	18	168	186
Fish	13	291	304
Groceries and canned goods	691	3,685	4,376
Sugar and molasses	766	585	1,351

CHARACTER AND AMOUNT OF FREIGHT—CONTINUED.

	Northward.	Southward.	Total.
	Tons.	*Tons.*	*Tons.*
Liquors	96	575	671
Oil, paints, &c., (except patroleum)	57	263	320
Furniture and household goods	518	1,674	2,192
Powder and explosives	7	239	246
Rope, bagging, rags, paper and waste	159	2,124	2,283
Straw boards	11	21	32
Fertilizers	1,041	9,805	10,846
Wood in shape	402	656	1,058
Other articles	1,558	1,075	2,633
Total tonnage of all classes of freight	201,154	189,711	390,865

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rate of fare charged for all classes	2.25 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.13 cents

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Maintenance of way			
Bridges—Repairs	$43,406 64	$21,269 25	$22,137 39
Other expenses (including watchmen)	4,798 18	2,351 11	2,447 07
Fences and cattle-guards, repairs	2,208 49	1,082 17	1,126 32
Incidentals	71 80	35 19	36 61
Insurance	1,829 13	896 28	932 85
Oil, tallow, waste, &c	268 65	131 64	137 01
Removing snow and ice	1,903 67	932 80	970 87
Road-bed repairs	26,574 39	13,021 46	13,552 93
Road superstructure—Ballast	2,874 77	1,408 64	1,466 13
Cross-ties	27,304 50	13,380 21	13,924 29
Frogs and switches	1,003 11	491 52	511 59
Rails—iron	792 12	388 15	403 97
Rails—steel	3,423 68	1,677 61	1,746 07
Spikes and splices	1,190 42	583 31	607 11
Track labor	45,248 66	22,171 85	23,076 81
Stationery and printing	185 53	90 91	94 62
Superintendence	4,744 15	2,324 64	2,419 51
Tools	2,391 04	1,171 61	1,219 43
Taxes	23,694 00	11,610 06	12,083 94
Track watchmen	8,074 74	3,756 63	4,318 11
Totals	$201,987 67	$98,775 04	$103,212 63

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Motive power:			
Engine houses, machine shops, &c.—Repairs	355 20	174 05	181 15
Tools and machinery	567 87	278 26	289 61
Watchmen, &c	427 50	209 48	218 02
Supplies and incidentals	598 31	293 17	305 14
Incidentals	4,529 43	2,697 23	1,832 20
Insurance	540 55	201 71	338 84
Locomotives—Enginemen and firemen	35,827 38	15,834 90	19,992 48
Fuel—Coal	55,262 91	20,108 73	35,154 18
Wood	299 91	110 34	189 57
Oil, tallow, waste, &c	4,361 29	2,080 71	2,280 58
Repairs and supplies	35,718 20	13,470 74	22,247 46
Wipers, watchmen, &c	6,854 83	3,358 86	3,495 97
Stationery and printing	309 50	151 66	*157 84
Superintendence	341 40	167 29	174 11
Taxes	1,615 50	791 60	823 90
Water, wood, and coal stations	10,086 17	4,992 22	5,093 95
Total	$157,695 95	$74,920 95	$82,775 00
Maintenance of cars:			
Car shops and sheds—Repairs	17 33	8 49	8 84
Tools and machinery	318 44	156 04	162 40
Watchmen, &c	359 42	176 12	183 30
Supplies and incidentals	209 78	102 80	106 98
Car repairs—This company's cars	28,057 32	11,144 07	16,913 25
Foreign cars	6,753 12	3,066 77	3,686 35
Incidentals	413 81	203 77	210 04
Insurance	1,060 03	403 39	656 64
Oil, tallow, waste, &c	3,173 97	1,402 71	1,771 26
Stationery and printing	175 93	86 21	89 72
Superintendence	340 00	166 60	173 40
Taxes	1,346 25	659 66	686 59
Total	$42,225 40	$17,576 63	$24,648 77

TABLE G.

COST OF OPERATING THE ROAD.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Conducting transportation:			
Advertising	$2,746 17	$2,746 17	
Car service	34,811 06	16,699 36	$18,111 70
Dispatchers	7,385 51	3,618 90	3,766 61
Foreign agencies	13,280 15	11,087 60	2,192 55
Incidentals	2,176 79	909 66	1,267 13
Insurance	1,172 49	359 39	813 10
Legal expenses	385 10	161 96	223 14
Loss and damage to persons	744 12	458 80	285 32
Loss and damage to property	3,911 28	1,832 75	2,078 53
Mail expenses	774 24	774 24	
Removing wrecks	1,202 46	516 56	685 90
Repairs to crossing signals	494 31	242 21	252 10
Stationery and printing	6,377 37	2,421 19	3,956 18
Expenses—Agents and assistants	18,259 42	8,088 92	10,170 50
Labor	6,028 82	1,427 28	4,601 54
Repairs, rents, and furniture	5,763 86	2,839 32	2,924 54
Supplies and incidentals	3,283 78	2,545 89	737 89
Superintendence—Salaries of officers	7,422 96	3,560 43	3,862 53
Clerks and office expenses	11.725 06	5,048 26	6,676 80
Switchmen and signalmen	1,897 51	929 78	967 73
Taxes	494 94	242 52	252 42
Telegraph expenses	12,398 04	6,075 04	6,323 00
Train expenses—Car supplies and incidentals	2,634 22	1,399 56	1,234 66
Cleaning cars	1,304 78	1,304 78	
Conductors and train hands	42,954 20	13,391 97	29,562 23
Fuel and light	805 07	805 07	
Totals	$190,433 71	$89,487 61	$100.946 10
General expenses:			
Advertising	$30 25	$14 82	$15 43
Incidentals	456 89	223 88	233 01
Insurance	2 80	1 37	1 43
Legal expenses	3,453 52	1,692 23	1,761 29
General office expenses—Clerks and attendants	17,025 74	6,116 62	10,909 12
Rents and furniture	1,547 73	772 96	774 77
Salaries of officers	17,563 16	8,625 23	8,937 93
Stationery and printing	1,611 78	810 51	801 27
Supplies and incidentals	1,900 31	920 29	980 02
Totals	$43,592 18	$19,177 91	$24,414 2

RECAPITULATION OF EXPENSES.

Recapitulation of expenses:	Amount.	Allotted to passenger transportation	Allotted to freight transportation.
Conducting transportation	$190,433 71	$89,487 61	$100,946 10
Motive power	157,695 95	64,920 95	92,775 00
Maintenance of cars	42,225 40	17,576 63	24,648 77
Maintenance of way	201,987 67	98,775 04	103,212 63
General expenses	43,592 18	19,177 91	24,414 27
Totals	$635,934 91	$289,938 14	$345,996 77

TABLE H.

EARNINGS, RECEIPTS, AND PAYMENTS.

Earnings:	
From passengers	$189,312 97
From freight	433,725 12
From mail	38,465 60
From other sources	53,974 34
Total	$715,478 03

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was	807
The average number of persons employed during the year was	818

PAYMENTS.

Interest on funded debt	$398,540 00

GROSS EARNINGS.

The gross earnings were	$715,478 03
The expenses	635,934 91
The net revenue	$79,543 12

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Killed.	Employees Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion	-	2	1	4
Trains thrown from the track	2	6		
Run over while walking or standing on the track	-	1	-	1
Killed or injured at road-crossings	-	-	-	1
At work or standing by trains	-	10		
Sitting along side track asleep	-	1		
Drunk and lying on track	-	-	1	
Fell from trestles	-	1		
Thrown from hand truck	-	1		
Total of each class of persons	2	22	2	6

Total number of persons killed	4
Total number of persons injured, but not killed	28

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

DATE.	PLACE.	TRAIN.	CAUSE.	EXTENT.	NAME.
1885—Oct. 12...	Gooney Run	No. 1	Portion of trestle washed out	Both legs broken	Chas. L. Mulleinx.
Oct. 16...	2d mile post	No. 3	Driving across track ahead train	Injured fatally	Luther Buzzard.
Oct. 21...	192d mile post	No. 1	Jumped on train and foot caught	Foot crushed. Amputation	Edw. Stanley.
Oct. 29...	205th mile post	Ballast	Train ran into washout	Killed	Wm. Brown.
Oct. 29..	205th mile post	Ballast	Train ran into washout	Killed	R. A. Lucado.
Oct. 29...	205th mile post	Ballast	Train ran into washout	Bruised and shaken up	S. L. Wolfkiel.
Oct. 29...	205th mile post	Ballast	Train ran into washout	Slightly injured	Geo. Mickens.
Oct. 29...	205th mile post	Ballast	Train ran into washout	Slightly injured	Jno. Stephens.
Nov. 8...	Roanoke	Shifter	Coupling cars	Two fingers crushed	J. B. Frazier.
Nov. 10...	120th mile siding	No. 7	Jumped on train in motion	Toes cut and foot bruised	F. J. Gruphy.
Nov. 13...	Bentonville	No. 10	Coupling cars	Arm bruised and lacerated	M. Cosgrove.
Nov. 24...	St. James	No. 10	Coupling cars	Hand crushed	G. H. Hockman.
Dec. 10...	Milnes	Shifter	Stepped on track in front engine	Arm crushed. Amputation	J. M. Phillips.
Dec. 31...	Near Troutville	No. 1	Sitting along side of track asleep	Head and shoulders cut	Wm. Michael.
1886—Jan. 25...	Roanoke	Shifter	Coupling cars	Slightly injured	Chas. Smelser.
Jan. 28...	Waynesboro' Junc	No. 11	Coupling cars	Two fingers mashed	W. E. Day.
Feb. 17...	Roanoke	Shifter	Coupling cars	Arm bruised	Jno. Day.
March 20...	Roanoke	Shifter	Jumped train in motion	Sprained ankle	J. S. Crabill.
April 7...	Devan's Cut	No. 1	Imbecile—walking on track	Fatally injured	G. F. Fredericks.
April 10...	102d mile post	No. 1	Jumped train in motion	Killed	G. W. Turner.
May 15...	Berryville	No. 9	Coupling cars	Foot cut and bruised	E. Landis.
May 15...	122d mile post	No. 1	Land slide	Slightly burned	W. Bailey.
May 15...	122d mile post	No. 1	Land slide	Slightly burned	D. Cronin
June 8 ..	Luray	No. 10	Coupling cars	Slightly injured	W. T. Allensworth.
June 16...	Crimora mines	No. 11	Jumped train in motion	Foot crushed	Wm. Ennis.
July 18...	141st mile post	No. 2	Drunk and lying on track	Killed	F. C. Taylor.
July 19...	Roanoke	Shifter ..	Coupling cars	Arm injured	S. H. Banks.
July 29...	Waynesboro' Junc	No 3	Jumped train in motion	Foot run over. Amputed	Lacey Smith.
Aug. 23...	Marksville	No. 4	Jumped train in motion	Slightly injured	Jno. Tennant.
Aug. 31...	102d mile post		Thrown from hand truck	Small bone of leg broken	Wm. Sinslinger.
Sept. 9...	Roanoke	Shifter	Coupling cars	Arm badly bruised	Wm. Leftles.
Sept 15...	Honey Run		Fell from trestle	Badly shaken up	Geo. Duval.

OFFICERS OF THE COMPANY.

DIRECTORS:

CLARENCE H. CLARK,	FREDERICK J. KIMBALL,
JOSEPH J. MARTIN,	UPTON L. BOYCE,
GEO. C. WOOD,	WM. MILNES, JR.,
EDWARD W. CLARK,	A. R. BOTELER,
CHAS. HACKER,	HENRY B. DAVENPORT,
J. W. MAURY, JR.,	JNO. T. LOVELL,

WM. H. TRAVERS.

PRESIDENT AND RECEIVER:

SIDNEY F. TYLER.

TREASURER:

GEO. R. W. ARMES.

SECRETARY:

ALFRED E. CRAVEN.

ENGINEER AND SUPERINTENDENT:

DAVID W. FLICKWIR.

The principal office and address of the company is at Roanoke, Roanoke county, Va., with a branch office in Philadelphia, Pa.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

S. F. TYLER,
Receiver.

G. R. W. ARMES,
Treasurer for Receiver.

PETERSBURG RAILROAD COMPANY.

Line of road—Petersburg to Weldon, North Carolina—63 miles. Gauge 4 feet 8½ inches.

Chartered February 16, 1830; road opened in 1833.

Principal office and address: Richmond, Virginia. E. T. D. Myers, President.

STATE OF VIRGINIA, }
HENRICO COUNTY, } *ss:*

I, M. W. Yarrington, treasurer, and I, W. R. Jones, assistant auditor of operations of the Petersburg railroad company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

M. W. YARRINGTON,
Treasurer.

W. R. JONES,
Assistant Auditor.

Subscribed and sworn to before me, this 15th day of November, 1886.

J. F. GLENN,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$1,324,200 00

CLASSES OF STOCK.

	No. 1.	No. 2.
No. of shares	3,235.	10,007.
Character	Preferred, guaranteed	Common.
Par value	$100	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$1,769,000 00
The funded debt now due to others than the state	1,744,000 00

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.
Amount	$301,000	$643,000	$800,000
Date of issue	January, 1869.	July, 1881.	October, 1881.
Date of payment	1879–1898.	1926.	1926.
Annual rate of interest	Eight per cent.	Five per cent.	Six per cent.
Interest—when payable	January and July.	January and July.	April and October.
Nature and character of security	Mortgage.	Mortgage.	Mortgage.

NOTES OF EXPLANATION.

Interest on bonded or funded debt:	
On 1st mortgage, uncalled for	$400 00
On 2d mortgage, uncalled for	100 00
On class A, uncalled for	610 00
On class B, uncalled for	90 00
Dividend on preferred stock, uncalled for	72 00
On class B, payable 1st October, 1886	24,000 00
	$25,272 00

FLOATING DEBT.

The floating debt as per last report	$18,853 86
The amount now of floating debt	14,398 81

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$1,178,765 93	$1,178,765 93

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Petersburg, Va., to Weldon, N. C.	63 miles.
Length of road laid	59 miles.
Length of double track laid—sidings	6.38 miles.
Weight of rail per yard on main track	56 lbs.
Number of engine-houses and shops	3
Number of engines	10
Number of first-class passenger cars rated as eight-wheel cars	2
Number of baggage, mail, and express cars	3
Number of freight cars	121

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going north) is	331.86 feet.
The sum of the ascent going in the opposite direction, is	469.52 feet.
The whole ascent and descent overcome is	80,138 feet.
Which is an average per mile of	13.58 feet.
The maximum grade (going north) is, per mile—except in Petersburg—28 feet for	2.56 miles.
The maximum grade (going in the opposite direction) is, per mile—except in Petersburg 50 feet for	1.80 miles.
The sum of the straight line is	42 miles
The sum of the curved lines is	17 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	113,163
Number of miles run by freight trains	75,132
Number of passengers (all classes) carried in cars	69,693
Number of miles traveled by passengers, or number of passengers carried one mile	3,739,299
Number of tons (2,000 pounds) of freight carried in cars	141,505
Total movement of freight, or number of tons carried one mile	8,104,631
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Rate of speed of same when in motion	32 to 45
Average rate of express trains, including stops	27
Rate of speed of same when in motion	35 to 50
Average rate of speed adopted by freight trains, including stops	14
Rate of speed of same when in motion	18
Average weight in tons of passenger trains, exclusive of passengers and baggage	180
Average weight in tons of freight trains, exclusive of freight	250

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	North.	South.	Total.
Pig iron, pounds	2,240	194,140	196,380
Coal, "	-	3,683,430	3,683,430
Salt, "	5,609	233,080	238,689
Leaf tobacco, pounds	5,260,090	356,411	5,616,501
Tobacco stems, "	-	28,570	28,570
Manufactured tobacco, pounds	23,680	7,461,849	7,485,529
Cotton, pounds	5,856,141	-	5,856,141
Wheat, "	12,895	106,935	119,830
Corn, "	18,170	6,917,945	6,936,115
Oats, "	40,519	4,662,230	4,702,749
Rye, "	-	13,573	13,573
Bacon, "	53,410	24,414,612	24,468,022
Butter, "	1,726	11,424	13,150
Eggs, "	18,871	1,750	20,621
Dried fruit, pounds	779	-	779
Hay, pounds	-	4,565,359	4,565,359
Shucks, "	-	41,935	41,935
Sumac, "	885,154	-	885,154
Wool, "	3,511	-	3,511
Tallow, "	850	170	1,020
Cattle, car-loads of	13	17	30
Hogs, "	4	16	20
Sheep, "	-	1	1
Wood, "	394	-	394
Lumber, "	2,658	8	2,666
Flour, barrels of	47	124,522	124,569
Whiskey, barrels of	45	2,718	2,763
Cement, "	-	10,950	10,950
Lime, "	-	730	730
Tar, "	7,729	2	7,731
Total tonnage of all classes of freight	70,642	70,863	141,505

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.9 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	2.3-10 cents.

TABLES E, F, AND G.

OPERATING EXPENSES FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1886, COMPARED WITH 1885.

	1886.	1885.
Administration:		
Advertising, (general)	$4 75	$143 50
Attendants in general office	500 75	419 18
Clerks in general office	1,389 50	1,003 15
Fuel and light in general office	29 10	197 95
Furniture, &c., in general office	49 92	38 94
Incidental expenses of administration	752 18	907 60
Legal expenses	1,713 76	906 60
Office expenses, general office	11 13	26 88
Repairs and rent of general office	–	4 35
Salaries of general officers	7,469 56	7,767 31
Stationery and printing for general office	270 48	441 40
Total	$12,191 13	$11,856 86
Maintenance of roadway and structures:		
Ballast	318 71	468 73
Bridges and trestles, repairs of	3,717 06	659 96
Car shops and sheds, repairs of	–	22 43
Cars, road, repairs of	162 40	854 80
Cross-ties and switch sills	8,815 53	8,798 24
Division houses, repairs of	191 58	114 06
Fences and cattle guards, repairs of	9 78	54 11
Oil, tallow, waste, &c., road service	53 34	138 46
Road bridges and crossings, repairs of	2,577 05	225 24
Road bed, repairs of	3,111 35	2,265 15
Road engines, repairs of	3 50	46 57
Rent of S. & R. bridge and track	7,643 15	6,992 82
Shop and engine houses, repairs of	–	29 30
Stationery and printing for roadway depot	15 05	21 00
Supervisors and clerks in roadway depot	1,008 41	2,355 37
Tools, and repairs of tools for road-bed	74 81	209 87
Water, wood, and coal stations, repairs of	388 69	1,388 64
Watchmen, road and bridge, and track walking	103 69	34 93
Total	$28,194 10	$24,679 68
Taxes and insurance on property:		
Taxes—County	4,702 59	5,410 68
Municipal	2,512 58	2,484 16
State	3,491 70	3,657 11
Insurance on buildings and structures	676 64	608 94
Total	$11,383 51	$12,160 89

TABLES E, F, AND G—CONTINUED.

	1886.	1885.
Terminal expenses—ordinary:		
Agents, assistants, and clerks at stations	$7,368 00	$7,500 00
Dispatchers and yard masters	1,764 00	1,961 84
Depot grounds and platforms, repairs of	128 22	710 41
Expenses of stations, except labor	228 35	282 49
Fuel for stations	413 97	387 57
Furniture for stations	9 00	38 75
Insurance on goods in warehouses	334 90	175 50
Labor at stations	3,409 01	3,485 46
Light at stations	477 00	321 23
Mail service	292 60	281 74
Revenue and postage stamps	49 60	12 10
Stations and depots, repairs of and rent	593 97	311 69
Stationery and printing for stations	1,758 25	1,345 58
Switchmen and watchmen at depots	2,139 74	1,895 00
Telegraph expenses, including operators	1,492 06	1,234 60
Total	$20,518 67	$19 944 46
Terminal expenses—special:		
Avertising transportation	452 79	578 25
Agents, soliciting	4,864 79	5,393 91
Drawback and allowance	4,195 51	2,943 93
Total	$9,513 09	$8,826 09
Train expenses—motive power:		
Engineers and firemen	9,751 96	9,240 42
Fuel for heating machine shops	–	27 82
Incidentals	256 98	75 15
Locomotive-engines, repairs of	6,799 10	10,548 96
Master mechanics, foremen, and clerks	739 20	1,121 00
Oil, tallow, waste and packing for engines	1,222 92	1,295 67
Patterns and tools, repairs of	–	3 22
Stationary engines for machine shop	–	532 36
Stationery and printing	20 70	11 66
Shop machinery, repairs of, (machine shops)	–	137 72
Turn tables, repairs of	–	7 05
Watchmen and engine-wipers	251 43	929 24
Total	$19,042 29	$23,840 27
Train service and supplies:		
Agents and porters, (through train)	554 82	525 72
Baggage masters	810 18	505 26
Brakemen	2,468 51	2,837 96
Conductors	4,757 30	4,802 77
Fuel for cars, (freight)	40 96	36 00
Incidental train expenses	44 66	32 01
Light for cars, (freight)	35 38	43 80
Total	$8,711 81	$8,783 52
Casualties:		
Insurance on engines, cars and goods in transitu	1,913 84	1,210 00
Loss and damage	189 87	169 88
Personal injury	430 45	103 70
Stock killed	362 52	554 87
Wrecking	1,146 71	84 44
Total	$4,043 40	$2,122 89

TABLES E, F, AND G—CONTINUED.

	1886.	1885.
Maintenance of cars:		
Cars—Pullman, repairs of	$383 88	
Pullman, transfer of	141 00	169 92
Passenger, repairs of	1,394 49	940 06
Baggage and express, repairs of	1,439 74	636 81
Mail, repairs of	704 87	304 29
Freight, repairs of	4,670 87	4,152 48
Foremen in car shops and clerks	433 15	404 84
Fuel for heating car shops	75 37	31 50
Incidental expenses on cars	49 21	36 05
Stationary engines for car shops	565 49	50 16
Shop machinery, repairs of (car shops)	290 30	126 93
Tools, and repairs of tools for car shops	67 25	28 50
Watchmen	256 50	285 75
Total	$10,472 12	$7,167 29
Car service and supplies:		
Ice	261 52	297 06
Car cleaning and inspecting	2,110 53	1,988 80
Car furniture and fixtures	–	19 88
Car service	28,638 89	23,991 15
Fuel for cars (passenger)	353 72	297 77
Light for cars (passenger)	122 61	158 31
Oil, tallow, packing, &c., for cars	694 39	614 70
Total	$32,181 66	$27,277 67
Maintenance of track:		
Frogs and switches, repairs of	1,817 57	790 45
Incidental expenses of track	2 30	142 17
Steel rails	14,176 32	14,266 01
Tools, and repairs of tools (for track)	571 64	140 35
Joints and chairs	2,546 62	3,244 27
Track, repairs of	7,111 38	6,270 39
Spikes	521 16	373 00
Total	$26,746 99	$25,226 64
Fuel and water:		
Fuel for locomotives—Wood	12,322 22	10,900 58
Coal	–	1,878 90
Water, wood, and coal stations, expenses of	3,341 81	3,367 74
Total	$15,664 03	$16,147 22

RECAPITULATION OF OPERATING EXPENSES.

	1886.	1885.
Fixed expenses	51,768 74	48,697 43
Terminal expenses	30,031 76	28,770 55
Train expenses	31,797 50	34,746 65
Car expenses	42,653 78	34,444 96
Tonnage expenses	42,411 02	41,373 86
Total	$198,662 80	$188,033 48

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$106,474 30
From freight	190,690 80
From mail	33,573 87
From other sources	25,337 70
For transportation expenses, viz:	
For passenger, freight, and other business	198,662 80
For interest on funded debt	105,605 00
For interest on floating debt	410 73
For dividends	9,705 00

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was as follows, viz:

General officers	10
Conducting transportation	71
Motive power	46
Maintenance of cars	16
Maintenance of roadway	104
	247

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Killed.	Employees Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion	-	-	-	1
Fell or were thrown from the cars	1	-	1	
Trains thrown from the track	2	1		
Run over while walking or standing on the track	-	-	1	
At work or standing by trains	-	2		
Total of each class of persons	3	3	2	1

Total number of persons killed 5
Total number of persons injured, but not killed 4

NOTES OF EXPLANATION.

January 12, 1886.—Near Stony Creek, train No. 47 ran over and killed a colored woman.

May 3.—At Petersburg, colored boy in attempting to jump on train No. 48, going south, fell under sleeper and had his foot injured.

July 8.—Near Pleasant Hill, on train No. 43, going north, Engineer McSween and Fireman C. Ivey were injured by accident to engine.

July 11.—Near Reams, train No. 21 ran over and killed colored brakeman, named Darius Stewart.

July 24.—At Petersburg yard, Wm. Lumsden was caught between two cars and fatally injured.

August 11.—Otter Dam Bridge, between Belfield and Jarratt's, was carried away by an unprecedented freshet. Freight train No. 21, north bound, went into the chasm, wrecking engine and eight cars. Engineer W. T. Wood was seriously injured. Fireman H. Harvey and Brakeman Chas. Jones, (both colored), were drowned.

OFFICERS OF THE COMPANY.

DIRECTORS:

W. T. WALTERS, B. F. NEWCOMER,
R. R. BRIDGERS, FRED. R. SCOTT,
D. W. LASSITER.

PRESIDENT:
E. T. D. MYERS.

SECRETARY AND TREASURER:
M. W. YARRINGTON.

GENERAL MANAGER:
H. WALTERS.

GENERAT SUPERINTENDENT:
JNO. F. DIVINE.

SUPERINTENDENT:
R. M. SULLY.

TRAFFIC MANAGER:
SOL. HAAS.

GENERAL FREIGHT AND PASSENGER AGENT.
T. M. EMERSON.

GENERAL AUDITOR:
W. A. RIACH.

ASSISTANT AUDITOR:
W. R. JONES.

SUPERINTENDENT OF TRANSPORTATION:
J. R. KENLY.

MASTER MECHANIC:
JOHN O'BRIEN.

ENGINEER OF ROADWAY:
B. R. DUNN.

ROAD MASTER:
H. M. ROBINSON.

The principal office and address of the company is at Richmond, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

M. W. YARRINGTON,
Treasurer.

W. R. JONES,
Assistant Auditor.

MILTON & SUTHERLIN RAILROAD COMPANY.

Line of road—14 miles east of Danville, to Milton, N. C.—6.75 miles. Gauge 3 feet.

Chartered in 1879. Opened in February, 1878. Operated by the Richmond and Danville railroad, by whom it is practically owned since July, 1882.

Principal office and address, Milton, N. C. J. W. Lewis, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

A. S. DUNHAM,
Comptroller.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } *ss:*

I, A. S. Dunham, comptroller, and I, E. B. Thomas, general manager of the Milton and Sutherlin railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

E. B. THOMAS,
A. S. DUNHAM.

Subscribed and sworn to before me, this 18th day of December, 1886.

K. KEMPER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$150,000
Amount of capital stock subscribed by others than the state, as by last report	61,250
Amount of capital stock now subscribed by others than the state	61,250
Amount of capital stock paid in by others than the state, as by last report	61,250
Amount of capital stock now paid in by others than the state	61,250
Total amount of capital stock now actually subscribed	61,250
Total amount of capital stock now actually paid in	61,250

CLASSES OF STOCK.

Number of shares	612½
Character	Common.
Par value	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$26,000
The funded debt now due to others than the state	26,000
The average rate per annum of interest on funded debt now due to others	6 per cent.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Sutherlin, Virginia, to Milton, N. C.	6.75 miles.
Length of road laid	6.75 miles.
Weight of rail per yard on main track	25 lbs.
Number of engines	1
Number of second-class cars	1
Number of freight cars—box, 2; flat, 2	4

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains—(mixed)	11,273
Number of passengers (all classes) carried in cars	5,288
Number of miles traveled by passengers, or number of passengers carried one mile	35,473
Number of tons (2,000 pounds) of freight carried in cars	4,666
Total movement of freight, or number of tons carried one mile	32,669
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	6.7
Rate of speed of same when in motion	6.7
Average rate of speed adopted by freight trains, including stops	6.7
Rate of speed of same when in motion	6.7
Average weight in tons of passenger trains, exclusive of passengers and baggage; average weight in tons of freight trains, exclusive of freight—(mixed)	32.5

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	6.30 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	18.291 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance of roadway:	
Ballast	78 33
Bridges and trestles, repairs of	30 17
Cross-ties and switch-sills	588 53
Depot grounds and platforms, repairs of	9 68
Division houses, repairs of	3 37
Frogs and switches, repairs of	11 97
Fences and cattle guards, repairs of	4 30
Road-bed, repairs of	538 45
Spikes	3 65
Tools, and repairs of tools—road-bed	2 10
Tools, and repairs of tools—track	5 27
Track, repairs of	236 07
Turn-tables, repairs of	2 24
Insurance	29 64
Total	$1,543 77

TABLE F.

COST OF REPAIRS OF MACHINERY.

Motive power:	
Engineers and fireman	848 95
Fuel for locomotives—wood and coal	256 41
Incidentals	1 25
Locomotive engines, repairs of	52 46
Oil and tallow for engines	55 20
Waste and packing for engines	6 70
Water, wood, and coal stations, repairs of	2 80
Insurance	51 00
Total	$1,274 77
Maintenance of cars:	
Cars—Passenger, repairs of	9 07
Freight, repairs of	46 02
Insurance	29 00
Total	$86 09

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportation:	
Agents, assistants, and clerks at stations	$606 50
Conductors	424 90
Expenses of stations, except labor	6 54
Incidental train expenses	4 03
Labor at stations	205 17
Light at stations	6 95
Light for cars	6 62
Furniture for stations	1 28
Stationery and printing for stations	14 97
Telegraph expenses, including operators	70
Wrecking	3 50
Insurance	72 00
Total	$1,353 16
General expenses:	
Clerks of general office	10 57
Furniture, general office	5 83
Incidental expenses of administration	5 26
Legal expenses	1 77
Salaries of general officers	39 17
Stationery and printing, general office	1 36
Taxes—state, municipal, and county	166 03
Total	$229 99

RECAPITULATION OF EXPENSES.

Expenditures:	
Conducting transportation	$1,353 16
Motive power	1,274 77
Maintenance of cars	84 09
Maintenance of way	1,543 77
General expenses	229 99
Total	$4,485 78

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$2,238 12
From freight	5,975 54
From mail	310 36
From other sources	88 55
For transportation expenses, viz:	
For passenger, freight, and other business	4,485 78

GROSS EARNINGS.

The gross earnings were	$8,612 57
The expenses	4,485 78
The net revenue	4,126 79

OFFICERS OF THE COMPANY.

DIRECTORS:

A. S. BUFORD,
A. L. RIVES,
W. M. WATKINS,
CHAS. WATKINS,
RICH'D BROOKE,
E. HUNT.

PRESIDENT:

J. W. LEWIS.

TREASURER AND SECRETARY:

H. W. HINES.

SUPERINTENDENT:

W. H. GREEN.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. B. THOMAS,
A. S. DUNHAM.

RICHMOND & PETERSBURG RAILROAD COMPANY.

Line of road—Richmond to Petersburg, Virginia—22.5 miles. Gauge 4 feet, 8½ inches.

Chartered February 25, 1834; road opened February 13, 1835.

Principal office and address: Richmond, Virginia. Fred. R. Scott, President.

STATE OF VIRGINIA, }
HENRICO COUNTY, } *ss:*

I, M. W. Yarrington, treasurer, and I, W. R. Jones, assistant auditor of operations of the Richmond and Petersburg railroad company, each for himself deposes and says that the statements in the annexed report which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

M. W. YARRINGTON,
Treasurer.

W. R. JONES,
Assistant Auditor.

Subscribed and sworn to before me, this 15th day of November, 1886.

J. F. GLENN,
Notary Public.

TABLE A.

Amount of capital stock, as by charter	$800,000 00
Amount of capital stock subscribed by others than the state, as by last report	1,009,300 00
Amount of capital stock now subscribed by others than the state	1,000,000 00
Total amount of capital stock now actually paid in	1,000,000 00
Further subscription to the capital stock on the part of the state, contingently authorized by the legislature	846,750 00

CLASSES OF STOCK.

	No 1.	No. 2.
No. of shares	6,770	3,230
Character	Original subscription.	Converted loan stock.
Par value	$100	$100
Cash realized	$673,412 94	$61,500 00

FUNDED DEBT.

The funded debt due to others than the state by last report	$315,000 00
The funded debt now due to others than the state	369,000 00
The total amount of funded debt now due to the state and others	369,000 00
The average rate per annum of interest on funded debt now due to the state	7 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 2.	No. 3.
Amount	$50,000	$319,000
Date of issue	May, 1875.	May, 1875.
Date of payment	May, 1915.	May, 1915.
Annual rate of interest	7 per cent.	6 per cent.
Interest—when payable	May and November.	May and November.
Interest—where payable	Richmond.	Richmond.
Amounts realized, viz:		
In cash	$46,130 76	$254,588 58
In payment for work or of debts	Renewal of debt.	Renewal of debt.
Nature and character of security	Deed of trust	Deed of trust.

NOTE OF EXPLANATION.

Class No. 1. All paid off.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonry	$240,935 53	$240,935 53
For bridges	296,816 59	296,816 59
For superstructure, including iron	111,510 09	111,510 09
For passenger and freight stations, buildings and fixtures	96,780 34	96,780 34
For engine and car-houses, machine shops, machinery and fixtures		
For land, land damages and fences		
For locomotives and fixtures and snow-plows	390,106 46	390,106 46
For passenger and baggage cars		
For freight and other cars		
For engineering and other agencies	190,524 33	190,524 33
Petersburg connection road including land purchase	37,290 00	37,290 00
Total cost of road and equipment	$1,363,848 34	$1,363,848 34

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Richmond to Petersburg, Virginia	22½ miles.
Length of road laid	22½ miles.
Length of double track laid	2½ miles.
Weight of rail per yard on main track	56 lbs.
Number of engine-houses and shops	1
Number of engines	7
Number of first-class passenger cars rated as eight-wheel cars	5
Number of second-class cars	3
Number of baggage, mail and express cars	3
Number of freight cars	60

OFFICERS OF THE COMPANY.

DIRECTORS:

W. T. WALTERS, R. R. BRIDGERS,
DR. D. W. LASSITER, H. K. ELLYSON,
H. WALTERS.

PRESIDENT:
FRED. R. SCOTT.

SECRETARY AND TREASURER:
M. W. YARRINGTON.

GENERAL MANAGER:
H. WALTERS.

GENERAL SUPERINTENDENT:
JNO. F. DIVINE.

SUPERINTENDENT:
R. M. SULLY.

TRAFFIC MANAGER:
SOL. HASS.

GENERAL FREIGHT AND PASSENGER AGENT:
T. M. EMMERSON.

GENERAL AUDITOR:
W. A. RIACH.

ASSISTANT AUDITOR:
W. R. JONES.

SUPERINTENDENT OF TRANSPORTATION:
J. R. KENLY.

ENGINEER OF ROADWAY:
B. R. DUNN.

ROAD MASTER:
H. M. ROBINSON.

The principal office and address of the company is at Richmond, Henrico county, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

M. W. YARRINGTON,
Treasurer.

W. R. JONES,
Assistant Auditor.

RICHMOND & DANVILLE RAILROAD COMPANY.

Line of road—Richmond to Danville, Virginia—140.6 miles. Gauge 5 feet.

Chartered March 9, 1847; main line opened May 16, 1856; branches 1871–4. The Richmond, York River and Chesapeake railroad company is leased in perpetuity from July 1, 1881, for $85,850 per annum.

Principal office and address: Richmond, Va. A. S. Buford, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

A. S. DUNHAM,
Comptroller.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA,

I, A. S. Dunham, comptroller, and I, E. B. Thomas, general manager of the Richmond and Danville railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

E. B. THOMAS,
A. S. DUNHAM.

Subscribed and sworn to before me, this 18th day of December, 1886.

K. KEMPER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$2,000,000 00
Amount of capital stock subscribed by others than the state, as by last report	1,800,000 00
Amount of capital stock now subscribed by others than the state	1,800,000 00
Amount of capital stock paid in by the state, as by last report	1,188,598 50
Amount of capital stock now paid in by the state	1,188,598 50
Amount of capital stock paid in by others than the state, as by last report	1,811,401 50
Amount of capital stock now paid in by others than the state	1,811,401 50
Total amount of capital stock now actually subscribed	3,000,000 00
Total amount of capital stock now actually paid in	3,000,000 00

CLASSES OF STOCK.

Number of shares	50,000
Character	Common.
Par value	$100
Cash realized	3,000,000

FUNDED DEBT.

The funded debt due to others than the state by last report	$9,384,500
The funded debt now due to others than the state	9,467,400
The total amount of funded debt now due to the state and others	9,467,400
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.
Amount	$5,498,400	$3,969,000
Date of issue	1863 to 1886.	1882.
Date of payment	1890 to 1915.	1927.
Annual rate of interest	6 per cent.	6 per cent.
Interest—when payable	Jan'y and July. May and Novem.	April and October.
Interest—where payable	Richmond and New York	New York.
Nature and character of security:	Mortgage on road and property.	Mortgage on road and property.

NOTE OF EXPLANATION.

Class No. 2. Debenture bonds—interest payable only out of surplus earnings.

FLOATING DEBT.

The floating debt as per last report	$767,442 39
The amount now of floating debt	676,181 44
The average rate per annum of interest on floating debt	6 per cent.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Richmond, to Danville, Va	140 6 miles.
Length of road laid, (including Piedmont railroad)	189.0 miles.
Length of branches laid	14.5 miles.
Weight of rail per yard on main track (steel)	60 lbs.
Number of engine-houses and shops	2
Number of engines	81
Number of first-class passenger cars rated as eight-wheel cars	16
Number of second-class cars	7
Number of baggage, mail, and express cars	16
Number of freight cars—Box	1,225
Stock	35
Flat	546
Coal	22

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	239,619
Number of miles run by freight trains	526,725
Number of passengers (all classes) carried in cars	188,265
Number of miles traveled by passengers, or number of passengers carried one mile	8,992,558
Number of tons (2,000 pounds) of freight carried in cars	574,064
Total movement of freight, or number of tons carried one mile	66,193,003
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	23
Rate of speed of same when in motion	28
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	18
Average weight in tons of passenger trains, exclusive of passengers and baggage	162.4
Average weight in tons of freight trains, exclusive of freight	302.0

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	East.	West.	Total.
Pig iron—tons	3,754	8,058	11,812
Coal—tons	14,600	34,281	48,881
Salt, "	400	7,241	7,641
Leaf tobacco—tons	23,216	5,578	28,794
Tobacco stems, "	467	60	527
Manufactured tobacco—tons	3,750	3,782	7,532
Cotton—tons	55,637	2	55,639
Wheat, "	1,835	2,448	4,283
Corn, "	621	6,972	7,593
Oats, "	477	3,357	3,834
Rye, "	6	127	133
Flax seed—tons	2	–	2
Bacon, "	209	11,018	11,227
Butter, "	31	13	44
Eggs, "	205	4	209
Dried fruit, "	1,481	5	1,486
Hay, "	312	4,898	5,210
Shucks, "	19	7	26
Sumac, "	1,845	7	1,852
Wool, "	44	49	93
Tallow, "	8	16	24
Feathers, "	1	1	2
Cattle, car-loads of	375	25	400
Hogs, "	18	8	26
Sheep, "	15	–	15
Wood, "	780	24	804
Lumber, "	1,674	249	1,923
Brick, "	15	24	39
Stone, "	1,227	177	1,404
Bark, "	103	21	124
Fertilizers, car-loads of	195	5,053	5,248
Cement, barrels of	210	2,181	2,391
Flour, "	3,412	148,427	151,839
Whiskey, "	1,040	3,465	4,505
Lime, "	1,037	40,422	41,459

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.975 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.784 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance of roadway:	
Ballast	8,431 08
Bridges and trestles, repairs of	13,067 43
Cars, road, repairs of	1,660 90
Cross-ties and switch sills	24,761 45
Depot grounds and platforms, repairs of	2,071 76
Division houses, repairs of	165 43
Frogs and switches, repairs of	3,941 86
Fences and cattle guards, repairs of	197 76
Fuel for road engines	2,021 67
Incidentals	345 23
Rails—Iron	9,645 90
Joints and chairs	2,572 48
Oil, tallow, waste, &c., for road service	399 90
Road bridges and crossings, repairs of	675 74
Road bed, repairs of	36,370 31
Road engines, repairs of	468 51
Spikes	2,446 40
Stationery and printing	82 60
Supervisors and clerks	2,480 44
Telegraph, repairs of	46 84
Tools, and repairs of tools—Road-bed	826 47
Track	669 51
Track, repairs of	7,213 39
Turn-tables, repairs of	30 08
Watchmen, road and bridge, and track walkers	6,032 06
Wharves and landings, repairs of	37 79
Insurance	1,325 34
Total	$127,988 33

TABLE F.

COST OF REPAIRS OF MACHINERY.

Motive power:	
Engineers and firemen	53,670 29
Fuel for locomotives—Wood	951 36
Coal	68,370 74
Fuel for heating shops	652 90
Incidentals	1,371 34
Locomotive-engines, repairs of	47,369 80
Master mechanics, foremen, and clerks	1,919 92
Oil and tallow for engines	4,951 44
Patterns and tools, repairs of	3,016 42
Shops and engine houses, repairs of	1,329 52
Shop machinery, repairs of	1,566 29
Stationary engines for machine shop	1,817 85
Stationery and printing	472 68
Waste and packing for engines	728 06
Watchmen and engine-wipers	3,092 93
Water, wood, and coal stations—Expenses of	10,131 48
Repairs of	4,189 62
Insurance	2,122 60
Total	$207,725 27
Maintenance of cars:	
Insurance	1,575 19
Cars—Pullman, repairs of	1,698 47
Passenger, repairs of	13,731 19
Baggage, repairs of	1,216 25
Express, repairs of	1,607 40
Mail, repairs of	4,366 61
Freight, repairs of	49,184 64
Car shops and sheds, repairs of	1,176 48
Foremen in car shops and clerks	2,247 97
Fuel for heating car shops	652 90
Incidental expenses on cars	224 68
Stationary engines for car shops	2,261 02
Shop machinery, repairs of (car shops)	1,559 58
Tools, and repairs of tools for car shops	3,013 27
Watchmen	2,093 03
Total	$86,608 68

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportion:	
Advertising transportation	623 38
Agents, assistants, and clerks at stations	35,734 38
Agents, soliciting	14,745 51
Brakemen	23,936 01
Baggage masters	3,324 07
Car cleaning and inspecting	5,294 80
Car furniture and fixtures	846 90
V. M. connection	3,640 29
Conductors	20,139 36
Dispatchers and yard masters	5,913 44
Expenses of stations, except labor	346 60
Fuel for stations	1,643 63
Fuel for cars	1,024 26
Incidental train expenses	3,438 05
Labor at stations	14,546 83
Light at stations	3,081 18
Light for cars	1,192 20
Loss and damage	5,975 74
Mail service	523 60
Furniture for stations	1,120 43
Oil, tallow, packing, &c., for cars	9,531 22
Personal injury	15,212 41
Revenue and postage stamps	23 97
Stations and depots, repairs of and rent	2,280 43
Stationery and printing for stations	4,139 05
Superintendents of divisions, assistants, clerks, &c	5,201 26
Stock killed	2,523 25
Switchmen and watchmen at depots	5,892 12
Telegraph expenses, including operators	9,221 59
Wrecking	348 67
Insurance	3,066 60
Total	$204,536 23
General expenses:	
Advertising, (general)	538 64
Attendants in general office	809 89
Clerks of general office	10,475 33
Fuel and light	423 36
Furniture—general office	1,629 75
Incidental expenses of administration	7,931 54
Legal expenses	4,665 06
Office expenses, general office	159 89
Repairs and rent of general office	8,284 73
Salaries of general officers	19,391 35
Stationery and printing, general office	1,816 47
Total	$56,126 01

RECAPITULATION OF EXPENSES.

Expenditures:	
Conducting transportation	$204,536 23
Motive power	207,725 27
Maintenance of cars	86,608 68
Maintenance of way	127,988 33
General expenses	56,126 01
Total	$682,984 52

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$267,684 17
From freight	1,180,980 71
From mail	37,720 36
From other sources	111,795 35
For transportation expenses, viz:	
For passenger, freight, and other business	682,984 52
For interest on funded debt	566,469 00
For interest on floating debt	22,558 54

PAYMENTS.

For the interest on the funded debt for each class were as follows:

On consol mortgage bonds	$37,044 00
On general mortgage gold bonds	291,285 00
On debenture bonds—matured but not declared	238,140 00
	$566,469 00
For interest on the floating debt—bills payable, &c	$22,558 54

FOR RENTS OF OTHER RAILROADS, STEAMBOATS, &c., FOR TRANSPORTATION OF PASSENGERS AND FREIGHTS.

Rent of Piedmont railroad	$60,000 00

FLOATING DEBT.

Bills payable	$245,716 44

GROSS EARNINGS.

The gross earnings were	$1,598,180 59
The expenses	682,984 52
The net revenue	915,196 07

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees Killed.	Employees Injured.	Others Killed.	Others Injured.
Jumping on or off the train while in motion	2	1		
Fell or were thrown from the cars	–	13		
Run over while walking or standing on the track	1	–	4	4
Killed or injured at road crossings	–	–	–	1
At work or standing by trains	1	9		
Other accidents	–	3		
Stealing a ride	–	–	–	2
Struck by fellow employee	–	1		
Total of each class of persons	4	27	4	7

Total number of persons killed	8
Total number of persons injured, but not killed	34

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

DATE.	TRAIN.	LOCALITY.	NAME.	OCCUPATION.	EXTENT OF INJ'RY.	CAUSE.
1885.						
Oct. 13...	15	Burkeville.....	Wm. Palmer.....	Brakeman.....	Slightly bruised.....	Fell off car while shifting.
Dec. 4...	.....	Scottsburg.....	Unknown.....	Unknown	Found dead.....	Unknown. Found with skull broken and frozen, in Stewart's creek near Scottsburg.
1886.						
Jan'y 7...	15	Amelia C. H.....	James P. Moon.....	Brakeman.....	Arm slightly bruised..	Attempted to couple cars with his hand, in violation of rules.
Jan'y 27...	15	Bet. 13 and 14 m. p...	S. C. Blankenship.....	Brakeman.....	Comminuted fracture of right arm, involving elbow joint..	Hand slipped from brake-wheel as he attempted to apply brakes, and he fell to the ground.
Jan'y 14...	16	North Danville.....	Abner Allen.....	Brakeman.....	Concussion of brain. (Recovered).....	While applying brake on C. C. & A. car 7164, brake-wheel slipped from shaft, causing him to fall to the ground.
Feb'y 5...	15	Ringgold.....	Lee Meadows.....	Brakeman.....	Fracture of left arm near wrist, and dislocation of elbow joint.....	He was ascending ladder on end of car, and slack of train caught his left arm in a horizontal position between the car he was on and the one next to it, and broke his left arm, and dislocated elbow joint.
Feb'y 17...	Switch.	Rocketts.....	Branch Chapman.....	Brakeman.....	Slight laceration of forearm	Attempted to uncouple engine from tender with his hand, in violation of rules.
March 3...	22	Near 80¾ m. p.....	James P. Moon.....	Brakeman.....	Flesh cut over frontal bone, slight congestion of lungs and bladder.....	Train parted in pulling up to station, and he fell from top of car.
March 18...	15	Amelia C. H.....	Geo. P. Hopkins.....	Brakeman.....	Fracture of collar bone.....	Attempted to ascend ladder on end of car, while train was standing at station, when his foot slipped, and he fell striking his shoulder on end of car behind him.
March 20...	22	North Danville.....	John Hunt.....	Brakeman.....	Spine crushed, killing him almost instantly.....	Caught between two cars in attempting to make a coupling.

April	13...	Switch.	Richmond	Geo. K. Gibson	Citizen	Left leg crushed, lung perforated and skull fractured, resulting in death in a short while	Drunk and asleep under some cars in yard, and in shifting them about he was run over.
April	26...	19	Keysville	R. L. Atwell	Brakeman	Fracture of right arm, contusion of head and face, concussion of brain. (Recovered)	While applying brakes on C. C. & A. car 7136, wheel became detached from shaft, causing him to fall to the ground, striking a pile of old rail.
April	29...	15	Burkeville	Sanders McQuator	Tramp	Foot bruised	Caught between cars while attempting to steal a ride.
May	17...	19	Burkeville	J. T. Canada	Brakeman	Right hand badly mashed	Attempted to couple cars without coupling stick, in violation of rules.
June	22...	Switch.	Richmond	Chas. Ervin	Brakeman	Foot slightly bruised	Car being wet, he slipped off and fell to the ground.
June	24...		Near Amelia C. H.	Mat. Motley	Section hand	Found dead by side of track	Unknown. Supposed that he was struck by some train while walking on the track in an intoxicated condition.
June	25...	50	Scottsburg	Susanna Robertson	Wife of farm lab'r	Fracture of ankle joint	Stopped on track immediately in front of the moving train.
June	27...		Belle Isle	Sam'l Wilkins	Tramp	Bruised about right shoulder	Lying asleep on track and struck by some train. Unknown.
June	29...	20	Drake's Branch	Rich'd Garrett	Brakeman	Slightly bruised	Fell from top of car to the ground.
July	7...	Switch.	Richmond	Thos. O. Moody	Fireman	Concussion of brain, with contusion of chest. (Recovered)	He was on front of engine greasing valves, when his foot slipped and he fell to the ground.
July	8...		Manchester	Tom Jackson	Section hand	Concussion of brain. (Recovered)	He was engaged in loading scrap rail. In throwing a bar on the flat car, it struck a standard on the opposite side, rebounded and struck him on the head.
July	10...	19	Bet. 16 and 17 m. p.	R. W. Oakley	Bridge carpenter	Slightly bruised	Riding on flat car; lost his balance and fell to the ground.
July	19...		Bet. 16 and 17 m. p.	Jno. A. Adams	Section hand	Left eye destroyed	While working behind another section hand, he was struck in the left eye by point of pick.
July	22...	Switch.	Richmond	Wm. C. Jones	Brakeman	Severe jar, involving spine and foot	Ran off end of one car in attempting to jump to another car, and fell to the ground.
July	30...	Switch.	Danville	Warren Knox	Brakeman	Thigh crushed, resulting in death in about seven hours	Attempted to descend ladder of a moving car, when he fell to the track and was run over.
July	31...		Bet. 111 and 112 m. p.	F. C. Chisum	Section master	Killed	Wheel of section car broke, causing to fall from the car to the track—the wheels passing over his head.
August	3...		Manchester	A. J. Wooddy	Car overhauler	Left great toe broken	He was assisting to take out the rail from the old hoist at Belle Isle, when a bar of rail fell on his foot.

STATEMENT OF INJURIES TO LIFE AND LIMB—CONTINUED.

DATE.	TRAIN.	LOCALITY.	NAME.	OCCUPATION.	ENTENT OF INJ'RY.	CAUSE.
1886.						
Aug. 6...	15	Jetersville	Stephen Garrett	Brakeman	Contusion about right elbow	Attempted to couple cars without coupling stick, in violation of rules.
Aug. 13...	19	Drake's Branch	Ryland Fear	Brakeman	Slight cut on left knee.	Attempted to get on caboose car while train was in motion. Was thrown down, striking his knee on rail.
Aug. 16...	19	North Danville	Stanley F. Ford	Fireman	Fracture of clavicle. Temporary	In moving poker to rear of tender, the end struck against a switch stand, rebounded, struck him on the shoulder, and knocked from the engine to the ground.
Aug. 17...	Switch.	Richmond	Henry Roach	Brakeman	Simple bruise	He was on top of a box car riding backward, when he came in contact with projection of shed roof, causing him to fall down on the car.
Aug. 21...	19	Powhatan	G. W. Higgins	Tramp	Left knee slightly bruised	Caught between two freight cars while stealing a ride.
Sep. 7...		Manchester	C. W. Ragland	Shop carpenter	Compound fracture of left index finger	Finger caught in planer at Manchester shops.
Sep. 9...		Chula	Thos. S. Neal	Brakeman	Slight concussion of spine. Temporary	His hands were greasy and slipped from brake wheel, causing to loose his balance, and he fell to the ground.
Sep. 13...	Switch.	Danville	Wm. Rodgers	Brakeman	Laceration of eyelid; contusion of shoulder; slight concussion of brain; temporary	Doris' circus train was being shifted in Dan River bridge. He stepped upon the elephant car, which was considerably higher than standard cars, and struck his head against the bridge, throwing him down upon the car.
Sep. 29...	52	Belle Isle	C. Miller or W. Smith	Tramp	Internal injuries, resulting in death in two hours	Lying on track drunk, and struck by train.
1885.						
Dec. 18...	51	Bet. 144 and 145 m p.	Pat. Riley	Citizen	Very slight bruise	Drunk, and sitting on end of cross-tie. Struck by steps of express car.
1886.						
July 7...	52	Bet. 143 and 144 m. p.	Henry Wilson	Small child	Badly bruised	He ran from some bushes and jumped upon the track just in front of the engine, and was struck and thrown from the track.

July	10...	.....	Near D & N. R. June.	John W. Penick.....	Section hand.....	Contusion in region of fifth and sixth dorsal vertebræ.....	He was riding on front of lever car—a pole car being in front. Fearing that his legs would get hurt by striking the pole car, he drew them up, and in doing so leaned so far back that the lever of the car he was on struck him in the back.
Sep.	3...	19	144th mile post.....	Thos. E. Cook.....	Farmer.....	Several abrasions about the head and face; compound fracture of left ileum extending into the acetabulum.	Attempted to drive across track immediately in front of engine, when his team balked, and his wagon was struck by engine and demolished. He was under influence of liquor. (Accident happened at a road-crossing).
Sep.	29...	20	Near 142 mile post...	Dock Allen.....	Brakeman.....	Left hand cut and bruised. Slight.....	Riding on front of engine, holding on with his left hand, and got his fingers caught in engine drawhead.
March	20...	Switch.	Danville.....	Wm. F. Locke.....	Citizen.....	Left leg crushed, causing death.....	Shifting engine was pushing some cars ahead of it. Locke was on side of track, very drunk, and when two of the cars had passed him, he walked up to the next car, seemingly with intent to board it, when he was knocked down, his left leg falling under the wheels.

OFFICERS OF THE COMPANY.

DIRECTORS:

H. C. FAHNESTOCK,	JNO. G. MOORE,
GEO. F. BAKER,	GEO. S. SCOTT,
W. P. CLYDE,	JNO. H. INMAN,
JNO. McANERNEY,	GEO. I. SENEY,
F. W. HINDEKOPER,	W. G. OAKMAN,
JOS. BRYAN,	H. B. PLANT.

PRESIDENT:

A. S. BUFORD.

TREASURER:

W. E. TURNER.

SECRETARY:

RICH'D BROOKE.

ENGINEER:

C. M. BOLTON.

SUPERINTENDENT:

W. H. GREEN.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. B. THOMAS,
A. S. DUNHAM,
Comptroller.

RICHMOND & ALLEGHANY RAILROAD COMPANY.

Line of road—Richmond to Clifton Forge, Virginia—230.25 miles; Lexington branch 20.36 miles. Gauge 4 feet 9 inches.

This road was chartered February 27, 1879. This company acquired the properties, works, and franchises of the James River and Kanawha canal company, and the Buchanan and Clifton Forge railway company—thus securing the right of way for its railroad lines, basins, and docks in Richmond and other property. The road was formally opened October 15, 1881. On June 23, 1883, the road was placed in the hands of receivers.

Principal office and address: Richmond, Virginia. Decatur Axtell and Lawrence Myers, Receivers.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

LOUIS P. ECKER,
Auditor.

STATE OF VIRGINIA,
CITY OF RICHMOND, } *ss:*

I, Decature Axtell, receiver and manager, and I, Louis P. Acker, auditor of the Richmond and Alleghany railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

DECATUR AXTELL,
Receiver and Manager.

LOUIS P. ACKER,
Auditor.

Subscribed and sworn to before me, this 13th day of December, 1886.

A. L. BOULWARE,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$5,000,000
Amount of capital stock subscribed by others than the state, as by last report	5,000,000
Amount of capital stock now subscribed by others than the state	5,000,000
Amount of capital stock paid in by others than the state, as by last report	5,000,000
Amount of capital stock now paid in by others than the state	5,000,000
Total amount of capital stock now actually subscribed	5,000,000
Total amount of capital stock now actually paid in	5,000,000

CLASSES OF STOCK.

Number of shares	50,000
Character	Common.
Par value	$100
Cash realized	5,000,000

FUNDED DEBT.

The funded debt due to others than the state by last report	$9,089,000
The funded debt now due to others than the state	9,089,000
The average rate per annum of interest on funded debt now due to others	.0663 per cent.
Bremo bridge bonds	11,000

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
Amount	$4,982,000	$4,000,000	$36,000	$71,000	$11,000
Date of issue	March 5, 1880.	April 27, 1881.	August 1, 1881.	-	July 1, 1883.
Date of payment	July 1, 1920.	May 1, 1916.	August 1, 1911.		
Annual rate of interest	.07	.06	.05	.08	.07
Interest—when payable	January and July.	May and November.	February and August.	May, Nov., June, Dec.	January and July.
Interest—where payable	New York.	New York.	New York.	Richmond.	Richmond.
Amounts realized in cash	$4,601,137 76	$2,549,025 00	$28,000 00	$71,000 00	$11,000 00

NOTES OF EXPLANATION.

Class No. 1.—Richmond and Alleghany railroad first mortgage bonds.
Class No. 2.—Richmond and Alleghany railroad second mortgage bonds.
Class No. 3.—Richmond and Alleghany railroad improvement bonds (Manchester water power mortgage).
Class No. 4.—Manchester city bonds assumed.
Class No. 5.—Bridge bonds.
There are also three car trust leases, carrying an obligation at this date of $376,000, with interest at 5 per cent., payable quarterly, and principal redeemable annually after 1890.

FLOATING DEBT.

The floating debt as per last report	$1,081,429
The amount now of floating debt including current bills, September	229,217
Receiver's certificates	493,717

NOTES OF EXPLANATION.

No interest paid on floating debt.
Interest on Receiver's certificates 6 per cent.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$7,469,041 00	$7,544,606 00

Total construction including construction work done on water power and other collateral property	$6,653,616
Equipment	890,990
	$7,544,606

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Richmond to Clifton Forge, Virginia	230.25 miles.
Length of road laid	230.25 miles.
Length of track laid—Buckingham railroad connection	0.33 miles.
Length of branches laid—Balcony Falls to Lexington	20.36 miles.
Length of track laid on dock (tidewater) connection at Richmond	1.31 miles.
Weight of rail per yard on main track	56 lbs.
Number of engines	19
Number of first-class passenger cars rated as eight-wheel cars	19
Number of baggage, mail, and express cars	10
Number of freight cars	809

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	274,730
Number of miles run by freight trains	221,712
Number of passengers (all classes) carried in cars	148,678
Number of miles traveled by passengers, or number of passengers carried one mile	5,780,888
Number of tons (2,000 pounds) of freight carried in cars	347,833
Total movement of freight, or number of tons carried one mile	32,874,566
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	27
Rate of speed of same when in motion	35
Average rate of express trains, including stops	27
Rate of speed of same when in motion	35
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	16
Average weight in tons of passenger trains, exclusive of passengers and baggage	132¼
Average weight in tons of freight trains, exclusive of freight	248½

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Outward.	Inward.	Total.
	Pounds.	*Pounds.*	*Pounds.*
Pig iron	20,772	1,622	22,394
Coal and coke	45,929	5,741	51,670
Salt	45	638	683
Leaf tobacco	14,484,143	4,443,155	18,927,298
Tobacco stems	–	51,349	51,349
Manufactured tobacco	219,091	1,140,820	1,359,911
Cotton	800	–	800
Wheat	20,154,215	301,029	20,455,244
Corn	22,872,842	380,706	23,253,548
Oats	11,191,163	186,524	11,377,687
Rye	168,766	8,839	177,605
Flax seed	24,000	–	24,000
Bacon	30,594,303	1,432,227	32,026,530
Butter	21,740	6,462	28,202
Eggs	45,480	6,791	52,271
Dried fruit	344,309	484,716	829,025
Hay	18,470,446	881,135	19,351,581
Shucks	165,136	4,627	169,763
Sumac	3,238,711	103,307	3,342,018
Wool	90,290	2,837	93,127
Tallow	27,116	5,788	32,904
Cattle, car-loads of	74	7	81
Hogs, "	4	–	4
Sheep, "	11	2	13
Wood, "	549	300	849
Bark, "	793	170	963
Lumber, "	479	275	754
Flour, barrels of	93,973	17,853	111,826
Whiskey, "	3,640	650	4,290
Cement, "	9,476	2,405	11,881
Lime, "	82,895	4,079	86,974
Tar, "	4	3,886	3,890

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.45 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.076 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Maintenance way and buildings:	
Repairs—Bridges and trestles	$30,873 67
Buildings and fixtures	7,749 34
Canal bridges, cattle-guards, fences, &c	2,629 92
Roadway and culverts	27,835 13
Track	65,658 34
Telegraph line	557 77
County bridges, canals, &c	4,013 37
Total	$139,317 54

TABLE F.

COST OF REPAIRS OF MACHINERY.

Maintenance motive power and cars:	
Repairs locomotives and tenders	$16,981 39
Repairs cars	31,738 08
Total	$48,719 47

TABLE G.

COST OF OPERATING THE ROAD.

Conducting transportation:	
Fuel for locomotives	$25,485 71
Water supply	144 19
Locomotive service	29,848 46
Locomotive supplies	1,884 31
Train service	23,571 07
Train supplies	2,184 69
Agents and station service	41,423 38
Station supplies	4,433 57
Telegraph expenses	9,316 98
Damage and loss to freight and baggage	1,399 76
Damage to property and live stock	2,126 35
Personal injuries	3,633 98
Labor at stations	5,994 67
Hire of cars	3,098 94
Total	$154,546 06
Conducting transportation—Express:	
Advertising	22 29
Agents, clerks, and messengers	5,665 63
General expenses, proportion of	1,338 17
Hauling	3,609 29
Incidentals	24 10
Labor	663 77
Loss and damage to goods	7 97
Office supplies and expenses	1,443 69
Printing and stationery	700 27
Repairs station buildings and fixtures	273 60
Total	$13,748 78
Dock connection:	
Fuel for locomotive	247 97
General expenses, proportion of	473 76
Incidentals	3 91
Insurance	250 00
Locomotive service	369 00
Locomotive supplies	19 53
Repairs locomotives	185 95
Repairs trestles	1,525 09
Train service	549 81
Total	$3,625 02

RECAPITULATION OF EXPENSES.

General expenses:	
Salaries general officers and clerks	$26,844 43
Law expenses	6,357 15
Stationery and printing	4,088 00
Outside agencies and advertising	8,370 03
Contingencies	6,620 66
Total	$52,280 27

TABLE H.

EARNINGS, RECEIPTS, AND PAYMENTS.

Earnings:	
From passengers	$142,031
From freight	349,196
From mail	17,926
From other sources	87,895
Total	$597,048
Payments and liabilities other than for construction:	
For passenger, freight, and other business	$552,920
For interest on funded debt	527,840
For interest on floating debt	59,345
Total	$1,140,105
Deficit	543,057

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees killed.	Employees injured.	Others injured.
Jumping on or off the train while in motion	-	-	1
Fell or were thrown from the cars	1	2	1
Run over while walking or standing on track	1	-	3
At work or standing by trains coupling	-	19	
Struck by bridge	-	1	
Fell off trestle	2	2	
Slipped off cross-ties	-	1	
Caught in machinery	-	2	
Jumped out of boat	1		
Struck by telegraph pole	-	1	
Unloading freight	-	3	
Trimming timber	-	2	
Total of each class of persons	5	33	5

Total number of persons killed	5
Total number of persons injured, but not killed	38

STATEMENT OF INJURIES TO LIFE AND LIMB DURING THE YEAR.

NAME OF PERSON INJURED.	AGE.	OCCUPATION.	DATE	CAUSE OF ACCIDENT.	EXTENT OF INJURIES.	REMARKS.
M. W. Carter	22	Bakeman	10—13	Coupling cars	Finger mashed	Employee.
Richard Tyree	-	Fireman	10—29	Train going through trestle	Drowned	Employee.
J. T. Williams	27	Engineer	10—29	Train going through trestle	Drowned	Employee.
W. J. Knighton	19	Brakeman	11— 2	Coupling cars	Finger mashed	Employee.
J. M. Arthur	27	Brakeman	11—24	Coupling cars	Finger mashed	Employee.
J. R. Carwiles	30	Brakeman	11—27	Coupling cars	Wrist sprained	Employee.
Jas. E. Madison	31	Brakeman	12— 3	Struck by bridge	Slightly bruised	Employee.
R. E. May	23	Brakeman	12— 8	Coupling cars	One rib broken	Employee.
A. E. Smith	29	Brakeman	12—14	Coupling cars	Fingers mashed	Employee.
Geo. W. Dunlevy	27	Brakeman	12—29	Slipped off cross-tie	Knee sprained	Employee.
Henry Mack	30	Brakeman	12—18	Fell off engine	Killed	Employee.
David Scruggs	28	Ferryman	12—21	Standing on car	Ankle sprained	Employee.
Jesse M. Arthur	27	Brakeman	3— 6	Coupling cars	Foot cut	Employee.
Joe Madison	27	Brakeman	3—10	Coupling cars	Finger mashed	Employee.
W. R. Landrum	27	Brakeman	3—10	Coupling cars	Finger mashed	Employee.
Mike Sexton	27	Yard master	3—23	Jumped across track	Foot sprained	Employee.
B. J. Blankenship	27	Brakeman	3—23	Coupling cars	Finger mashed	Employee.
C. W. Nuckless	32	Switchman	3—26	Coupling cars	Back slightly sprained	Employee.
Adam Clark	23	Machinist	3—27	Caught in machinery	Finger mashed	Employee.
Josh Cox	25	Laborer	4— 7	Jumped out of boat	Drowned	Employee.
Jno. Guinn	30	Laborer	4— 8	Iron fell on foot	Foot mashed	Employee.
Geo. E. Moxley	22	Brakeman	4—13	Struck by telegraph pole	Leg broken	Employee.
Reubin Parrish	25	Laborer	4—13	Coupling cars	Hand mashed	Employee.
Mike Sexton	28	Yard master	4—19	Coupling cars	Hand mashed	Employee.
T. B. Cooper	28	Carpenter	4—24	Trimming lumber	Shin cut	Employee.
R. D. Batte	30	Brakeman	4—24	Coupling cars	Hand bruised	Employee.
Jno. W. Owen	-	Brakeman	5— 1	Sleep on track	Head crushed	Employee.
L. Davis	31	Laborer	5— 4	Caught in steam shovel	Hand mashed	Employee.
N. L. Eaton	36	Brakeman	5—26	Coupling cars	Leg and knee bruised	Employee.
Jno. Brannon	30	Blacksmith	6— 3	Fell off car	Head and back bruised	Employee.
W. A. Bacon	28	Carpenter	6— 8	Hand car jumped over trestle	Jaw-bone broken	Employee.
Jno. Calhoun	32	Carpenter	6— 8	Hand car jumped over trestle	Bruised	Employee.
Caleb Austin	45	Unknown	6— 9	Walking on trestle	Killed	Not employee.
Chas. C. Wagner	19	Brakeman	6—23	Pole fell on foot	Foot mashed	Employee.
Wm. Hicks	70	Unknown	7— 9	Walking on trestle	Killed	Not employee.
J. B. Pemberton	25	Brakeman	7—22	Coupling cars	Fingers mashed	Employee.
Jas. Williams	20	Unknown	7—23	Jumped off train	Body and limbs bruised	Not employee.
Geo. Marshall	8	Unknown	8—18	Sitting on track	Killed	Not employee.
H. D. Saunders	19	Brakeman	8—19	Coupling cars	Finger mashed	Employee.
C. D. Robinson	23	Carpenter	9—10	Struck by hammer	Skull fractured	Employee.
Jno. W. Rhodes	30	Carpenter	9—22	Unloading freight	Foot mashed	Employee.
Jno. Richardson	49	Yard master	9—24	Coupling cars	Head cut	Employee.
J. A. White	23	Brakeman	9—29	Fell off tender	Neck sprained	Employee.

OFFICERS OF THE COMPANY.

LAWRENCE MYERS AND DECATUR AXTELL, *Receivers.*

DIRECTORS:

WILLIAM H. BARNUM,
CALVIN S. BRICE,
FRANCIS O. FRENCH,
J. LEE HUMFREVILLE,
ANGELO L. MYERS,
SAMUEL THOMAS,
JOHN J. McCOOK,
JAMES T. CLOSSON,
WILLIAM L. SCOTT,
SAMUEL SHETHAR,
JOHN W. SIMPSON,
ALLEN Y. STOKES,
CHARLES E. WORTHAM.

PRESIDENT:
JAMES T. CLOSSON.

VICE PRESIDENT:
JOHN J. McCOOK.

GENERAL MANAGER:
DECATUR AXTELL.

SECRETARY:
EUGENE R. LELAND.

TREASURER:
ROBERT B. SNEAD.

AUDITOR:
LOUIS P. ECKER.

CHIEF ENGINEER:
HENRY D. WHITCOMB.

The principal office and address of the company is at Richmond, Henrico county, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

DECATUR AXTELL,
Receiver and Manager.

LOUIS P. ECKER,
Auditor.

WINCHESTER & STRASBURG RAILROAD COMPANY.

Line of road—Winchester to Strasburg, Virginia—19 miles. Chartered in 1860; opened in 1870. Leased for 17 years from July 1, 1870, to Baltimore and Ohio railroad company, and operated as a part of the Valley line.

Principal office and address: Baltimore, Maryland. Robert Garrett, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia.

W. H. IJAMS,
Treasurer.

STATE OF MARYLAND,
CITY OF BALTIMORE, } *ss:*

I, W. H. Ijams, treasurer, and I, David Lee, superintendent of operations of the Baltimore and Ohio railroad company, operating the Winchester and Strasburg railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

W. H. IJAMS,
Treasurer.

DAVID LEE,
General Superintendent.

Subscribed and sworn to before me, this 18th day of January, 1887.

WM. R. TUMBLINSON,
Justice of the Peace.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Winchester to Strasburg Junction	19 miles.
Length of road laid	19 miles.
Weight of rail per yard on main track	64 lbs.

GRADIENTS, ALIGNMENT, AND ELEVATIONS.

The sum of the ascents (going south) is	252 feet.
The sum of the ascents (going in the opposite direction) is	306 feet.
The whole ascent and descent overcome is	558 feet.
Which is an average per mile of	29.37 feet.
The maximum grade (going south) is, per mile, 58.66 feet for	1.588 miles.
The maximum grade (going in the opposite direction) is, per mile, 52.80 feet for	3.03 miles.
The sum of the straight line is	11.90 miles.
The sum of the curved lines is	7.10 miles.
The whole number of degrees of curvature is	687.32 degrees.
The average degrees of curvature per mile of the curved part of the road is	96.49 degrees.
The average degrees of curvature per mile of the whole road is	36.11 degrees.
The maximum radius on the main line is	8,594.4 feet.
The minimum radius on the main line is 622.9 feet for	.064 miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	16,710
Number of miles run by freight trains	42,252
Number of passengers (all classes) carried in cars	37,339
Number of miles traveled by passengers, or number of passengers carried one mile	533,640
Number of tons (2,000 pounds) of freight carried in cars	163,480
Total movement of freight, or number of tons carried one mile	3,065,894
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	21
Rate of speed of same when in motion	27
Average rate of speed adopted by freight trains, including stops	11
Rate of speed of same when in motion	13

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	Tons.
Pig iron	15,479
Coal	23,827
Coke	13,500
Salt	1,220
Leaf tobacco	1,451
Cotton	52
Wheat	9,915
Corn	3,267
Oats	1,212
Rye	66
Bacon; other animal products	9,152
Butter and eggs—dairy products	20
Dried fruit	810
Hay	3,605
Cattle	6,265
Horses	1,174
Hogs	534
Lambs and sheep	1,573
Wood	735
Bark	2,775
Lumber	9,968
Flour	8,945
Whiskey	543
Cement and lime	3,343
Other articles	44,049
Total tonnage of all classes of freight	163,480

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.88 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.30 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway	11,423 39
Repairs of buildings	1,073 63
Repairs of fences and gates, bridges, &c	913 03
Taxes on real estate	1,200 51
Totals	$14,610 56

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	3,984 78
Repairs of passenger, mail and baggage cars	1,866 67
Repairs of freight cars	4,617 05
Repairs of tools and machinery in shops	463 36
Incidental expenses, viz:	
Fuel about work-shops	113 67
Watchmen about work-shops	106 37
Cleaning engines and cars	731 03
Fuel	2,352 58
Preparing fuel, &c	144 45
Contingent expenses	43 95
Total	$14,423 91

TABLE G.

COST OF OPERATING ROAD.

Office stationery, &c	36 83
Agents and clerks	1,967 10
Labor, loading and unloading freight	375 65
Watchmen—bridges	1,174 40
Dispatchers and yard crews	646 33
Conductors and baggagemen	1,843 08
Brakemen	1,231 70
Enginemen and firemen	3,179 60
Loss and damage of goods and baggage	3 12
Damage for injuries to persons	96 96
Damages to property, including damages by fire and cattle killed on road	366 59
Superintendence	247 20
For office expenses, rents	240 00
For law expenses	42 65
Oil, tallow and waste	1,163 67
Miscellaneous and contingent expenses, including light	389 52
Pumping water	441 07
Total	$13,445 47

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$14,610 56
Repairs of machinery	14,423 91
Operating	13,445 47
Total	$42,479 94

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$15,371 54
From freight	39,771 22
From mail	1,804 47
From other sources	5,758 94
Total	$62,706 17

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees killed.	Employees injured.
Fell or were thrown from the cars	1	
At work or standing by trains	-	1
Total of each class of persons	1	1

Total number of persons killed	1
Total number of persons injured, but not killed	1

NOTES OF EXPLANATION.

November 6, 1885.—Brakeman J. W. Crabill, fell from top of cars at Winchester, and was killed.

September 22, 1886.—Brakeman W. H. Winkley, in coupling cars at Strasburg, had his hand crushed.

GROSS EARNINGS.

The gross earnings were	$62,706 17
The expenses	42,479 94
The net revenue	20,226 23

OFFICERS OF THE COMPANY.

PRESIDENT:
ROBERT GARRETT.

TREASURER AND SECRETARY:
W. H. IJAMS.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

W. H. IJAMS,
Treasurer.

STRASBURG & HARRISONBURG RAILROAD COMPANY.

Line of road—Strasburg to Harrisonburg, Virginia—49.13 miles.

Was opened January 15, 1869; is owned by Virginia Midland railway company, but leased to the Baltimore and Ohio railroad company for ninty-nine years, from September 1, 1873.

Principal office and address: Baltimore, Maryland.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroads and other companies," adopted March 15, 1856, by the general assembly of Virginia.

W. H. IJAMS,
Treasurer.

STATE OF MARYLAND,
CITY OF BALTIMORE, } *ss:*

I, W. H. Ijams, treasurer, and I, David Lee, superintendent of operations of the Baltimore and Ohio railroad company, operating the Strasburg and Harrisonburg railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

W. H. IJAMS,
Treasurer.

DAVID LEE,
General Superintendent.

Subscribed and sworn to before me, this 18th day of January, 1887.

W. R. TUMBLINSON,
Justice of the Peace.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Harrisonburg to Strasburg, Va	51 miles.
Length of road laid	51 miles.
Weight of rail per yard on main track	60 and 64 lbs.

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going south), is	923 feet.
The sum of the ascent (going in the opposite direction), is	348 feet.
The whole ascent and decent overcome is	1,271 feet.
Which is an average per mile of	25.87 feet.
The maximum grade (going south), is, per mile 73.29 feet for	5.70 miles.
The maximum grade (going in the opposite direction), is per mile 79.20 feet for	11.0 miles.
The sum of the straight line is	27.44 miles.
The sum of the curved lines is	23.56 miles.
The whole number of degrees of curvature is	2,338.05 degrees.
The average degrees of curvature per mile of the whole road is	47.59 degrees.
The maximum radius on the main line is	22,920 feet.
The minimum radius on the main line is	1,186 feet.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	41,394
Number of miles run by freight trains	100,683
Number of passengers (all classes) carried in cars	69,258
Number of miles traveled by passengers, or number of passengers carried one mile	1,350,701
Number of tons (2,000 pounds) of freight carried in cars	129,570
Total movement of freight, or number of tons carried one mile	5,416,841
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Rate of speed of same when in motion	31
Average rate of speed adopted by freight trains, including stops	13
Rate of speed of same when in motion	15

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Tons.
Pig iron	15,724
Coal	8,274
Coke	13,356
Salt	1,203
Leaf tobacco	937
Cotton	9
Wheat	8,148
Corn	2,957
Oats	1,102
Rye	64
Bacon; other animal products	6,116
Butter and eggs	12
Dried fruit	435
Hay	3,419
Cattle	5,655
Horses	1,168
Hogs	478
Sheep	1,442
Wood	480
Bark	3,675
Lumber	8,734
Flour	7,602
Whiskey	521
Cement and lime	2,589
Other articles	35,470
Total tonnage of all classes of freight	129,570

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rate of fare charged for all classes	2.76 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	1.22 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway	$34,880 75
Repairs of buildings	1,898 77
Repairs of fences and gates, bridges, &c	7,483 80
Taxes on real estate	3,664 26
Total	$47,927 58

TABLE F.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	$8,913 99
Repairs of passenger, mail and baggage cars	4,206 55
Repairs of freight cars	10,344 44
Repairs of tools and machinery in shops	1,040 42
Incidental expenses, viz:	
Fuel about work-shops and stations	306 14
Watchmen about work-shops	238 73
Cleaning engines and cars	1,634 57
Fuel for locomotives	5,119 42
Preparing fuel, &c	321 72
Contingent expenses	99 15
Total	$32,225 07

TABLE G.

COST OF OPERATING THE ROAD.

Office expenses, stationery, &c	$88 75
Agents and clerks	4,907 47
Labor, loading and unloading freight	1,712 49
Watchmen, cuts and bridges	3,248 75
Switch tenders, yard crews, and dispatchers	830 79
Conductors and baggagemen	4,024 56
Brakemen	3,036 63
Enginemen and firemen	7,845 72
For passenger, mail, and baggage cars	126 90
Damage for injuries to persons	6 00
Damages to property, including damages by fire and cattle killed on road	535 04
For superintendence	609 80
For law expenses	40 56
Oil, tallow, and waste	2,594 93
Miscellaneous and contingent expenses (including lights)	882 65
Pumping water	1,010 41
Total	$31,501 45

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	$47,927 58
Repairs of machinery	32,225 07
Operating	31,501 45
Total	$111,654 10

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$37,337 55
From freight	66,340 40
From mail	4,656 82
From other sources	10,097 26
Total	$118,432 03

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees injured:	
At work or standing by trains	3
Total number of persons injured, but not killed	3

NOTES OF EXPLANATION.

November 30, 1885.—Conductor J. T. Kilham, had his hand mashed while coupling cars at Harrisonburg.

January 12, 1886.—Brakeman P. B. Gayer, had his little finger mashed while couping cars at Harrisonburg.

January 18, 1886.—Brakeman W. Winkley, had his left had badly mashed while coupling cars at Harrisonburg.

GROSS EARNINGS.

The gross earnings were	$118,432 03
The expenses	111,654 10
The net revenue	6,777 93

WASHINGTON, OHIO & WESTERN RAILROAD COMPANY.

Line of road built and in operation from Alexandria to Round Hill, Virginia—50.2 miles. Gauge 4 feet, 8½ inches.

Chartered as Alexandria, Loudoun and Hampshire railroad, March 15, 1853. Construction commenced February 16, 1855, and road opened to Leesburg in 1858. Completed to present terminus in 1874. Name changed to Washington and Ohio July 26, 1870, and authority granted to extend to Ohio river—325 miles. In April, 1882, the road was sold, and the name changed to Washington and Western railroad company; again sold May 9, 1883, and the purchasers organized the present company June 12, 1883.

Principal office and address: Alexandria, Virginia. Archer N. Martin, Pres.

I, Archer N. Martin, president, and I, R. Bell, acting superintendent of operations of the Washington, Ohio and Western railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

ARCHER N. MARTIN,
President.

R. BELL,
Superintendent.

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK, } ss:

Subscribed and sworn to before me, this 10th day of January, A. D. 1887, by the said Archer N. Martin, president, as above stated, to me personally known.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

JOSEPH B. BRAMAN,
Commissioner for the State of Virginia in and for the State of New York.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } ss:

Subscribed and sworn to before me, this 14th day of January, A. D. 1887, by the said R. Bell, superintendent.

Given under my hand, this 14th day of January, A. D. 1887.

K. KEMPER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$1,500,000
Total amount of capital stock now actually subscribed	1,500,000
Total amount of capital stock now actually paid in	1,500,000

CLASSES OF STOCK.

Number of shares	15,000
Par value	$100

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$1,250,000
Date of issue	May 28, 1884.
Date of payment	May 28, 1924.
Annual rate of interest	6 per cent.
Interest—when payable	Semi-annually.

NOTES OF EXPLANATION.

$625,000 income bonds.

Class No. 1. The interest on the above described bonds by agreement between the railroad company and the bondholders has been reduced from 6 per cent. to 4 per cent. per annum, and a re-issue of bonds made in accordance therewith.

FLOATING DEBT.

The floating debt as per last report	$456,893 98

AVERAGE AMOUNT OF FLOATING DEBT.

	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.
Average amount of debt.....	$458,872 43	$470,160 56	$475,585 56	$524,124 67

NOTES OF EXPLANATION.

Average interest 6 per cent.

These accounts are as required, figured September 30, 1886.

On the 31st day of October, 1886, the company was free from floating debt—the same having been settled in full.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini	325 miles.
Length of road laid	50.2 miles.
Weight of rail per yard on main track	56 lbs.
Number of engines	5
Number of first-class passenger cars rated as eight-wheel cars	6
Number of second-class cars, including 10 open excursion cars	14
Number of baggage, mail, and express cars	4
Number of freight cars	121

GRADIENTS, ALIGNMENT AND ELEVATIONS.

The sum of the ascents (going west) is	1,755.9	feet.
The sum of the ascents (going in the opposite direction) is	945.7	feet.
The whole ascent and descent overcome is	2,101.4	feet.
Which is an average per mile of	52.8	feet.
The maximum grade (going east) is, per mile, 79.2 feet for	6.4	miles.
The maximum grade (going in the opposite direction) is, per mile, 52.8 feet for	14.1	miles.
The sum of the straight line is	20.93	miles.
The sum of the curved lines is	29.09	miles.
The whole number of degrees of curvature is	1,778.5	degrees.
The average degrees of curvature per mile of the curved part of the road is	57.	degrees.
The average degrees of curvature per mile of the whole road is	37.5	feet.
The maximum radius on the main line is	22,920	feet.
The minimum radius on the main line is 1,000 feet for	8.8	miles.

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	80,838
Number of miles run by freight trains	43,824
Number of miles traveled by passengers, or number of passengers carried one mile	1,943,976
Number of tons (2,000 pounds) of freight carried in cars	33,479
Total movement of freight, or number of tons carried one mile	1,170,484
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Rate of speed of same when in motion	35
Average rate of express trains, including stops	25
Rate of speed of same when in motion	35
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	18

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

	Outward.	Inward.	Total.
	Pounds.	*Pounds.*	*Pounds.*
Merchandise	4,219,039	50,791	4,269,830
Coal	8,417,348	2,000	8,419,348
Fertilizers	10,044,497	263,185	10,307,682
Wheat	544,413	9,105,809	9,650,222
Corn	147,041	5,459,266	5,606,307
Oats	135,464	97,401	232,865
Rye	2,412	53,873	56,285
Bacon, meat, and fish	955,861	64,339	1,020,200
Butter, eggs, poultry, &c	10,270	84,780	95,050
Fruit and vegetables	276,460	435,711	712,171
Hay	124,569	535,344	659,913
Cattle, calves, hogs, lambs, and sheep	657,025	7,060,181	7,717,206
Wood	540,000	1,702,860	2,242,860
Stone	72,495	770	73,265
Lumber	6,093,282	546,214	6,639,496
Flour, meal, &c	2,565,907	971,332	3,537,239
Wood in shapes	69,699	139,355	209,054
Brick	1,183,990	–	1,183,990
Lime	531,615	20,800	552,415
Miscellaneous	2,934,951	827,822	3,762,773
Total tonnage of all classes of freight	39,536,338	27,421,833	66,958,171

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	3 cents.
For first-class way passengers	3 cents.
Average rates of fare charged for all classes	3 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Rate per ton per mile charged on first-class freight	11.9-10 cents.
Rate per ton per mile charged on second-class freight	10.2-10 cents.
Rate per ton per mile charged on third-class freight	9.5-8 cents.
Rate per ton per mile charged on any other freight	7.5-10 cents.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Repairs of road-bed and railway	29,093 17	15,319 81	13,773 36
Cost of iron used in repairs	2,642 50	1,326 84	1,315 66
Repairs of buildings	507 69	282 77	224 92
Repairs of fences and gates	12 20	7 24	4 96
Insurance on property and buildings	316 80	188 73	128 07
Taxes on real estate	6,240 97	3,468 75	2,772 22
Totals	$38,813 33	$20,594 14	$18,219 19

TABLE F.

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Repairs of engines and tenders	3,138 45	2,151 85	986 60
Repairs of passenger, mail and baggage cars	1,857 52	1,857 52	
Repairs of freight cars	1,742 92	-	1,742 92
Repairs of tools and machinery in shops	163 18	90 97	72 21
Incidental expenses, viz:			
Oil and fuel about work-shops	330 85	180 52	150 33
Clerks and watchmen about work-shops	1,876 66	1,392 49	484 17
Repairs of track tools	138 69	74 04	64 65
Totals	$9,248 27	$5,747 39	$3,500 88

TABLE G.

COST OF OPERATING THE ROAD.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Office expenses, stationery, &c.	1,723 01	954 22	767 79
Agents and operators	7,319 44	3,693 84	3,625 60
Clerks	2,637 07	1,516 42	1,120 65
Labor, loading and unloading freight; porter and watchmen	1,126 07	390 43	735 64
Conductors, baggagemen and brakemen	5,709 61	4,061 94	1,647 67
Enginemen and firemen	5,179 09	3,551 39	1,627 70
Fuel used—Wood	77 01	47 13	29 88
Coal	10,789 01	7,644 01	3,145 00
Waste for engines and tenders	1,030 61	722 02	308 59
for passenger, mail and baggage cars	26 74	26 74	
for freight cars	38 42	-	38 42
Damage for injuries to persons	47 62	34 45	13 17
Damages to property, including damages by fire and cattle killed on road	1,111 09	576 23	534 86
For salaries of president, directors, secretary, treasurer and superintendent and auditor	3,215 02	1,845 51	1,369 51
For office expenses	290 53	162 72	127 81
For law expenses	525 44	307 46	217 98
Other expenses and contingencies in detail, as follows:			
Advertising	768 03	765 63	2 40
Car service and engine rental	1,190 37	612 82	577 55
Car furniture and fixtures	100 94	87 78	13 16
Car cleaning and inspecting	1,024 75	862 24	162 51
Water rent, &c.	691 81	399 51	292 30
Track watchmen	3,488 85	1,993 51	1,495 34
Miscellaneous	3,368 71	2,041 11	1,327 60
Totals	$51,478 24	$32,297 11	$19,181 13

RECAPITULATION OF EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Maintaining roadway and real estate	38,813 33	20,594 14	18,219 19
Repairs of machinery	9,248 27	5,747 39	3,500 88
Operating	51,478 24	32,297 11	19,181 13
Totals	$99,539 84	$58,638 64	$40,901 20

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	50,235 16
From freight	46,709 98
From mail	3,376 52
From other sources, express, milk, &c	11,771 35
Total	$112,093 01

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees killed:	
Run over while walking or standing on the track	1
Total number of persons killed	1

NOTE OF EXPLANATION.

October 27, 1885.—Frank Honesty, trackman, stepped on track in front of rear section train No. 5, one-half mile east of Vienna, and was knocked down and killed.

GROSS EARNINGS.

The gross earnings were	$112,093 01
The expenses	99,539 84
The net revenue	12,553 17

OFFICERS OF THE COMPANY.

DIRECTORS:

ARCHER N. MARTIN,	THEODORE WOODBURY,
CHAS. E. KIMBALL,	GEO. H. BATES,
H. D. COOKE,	W. G. OAKMAN,
WM. J. CURTIS,	E. C. DENNISTON,
R. T. BARTON,	H. S. CUMMINGS,
HENRY HEATON,	F. M. COLSTON.

PRESIDENT:

ARCHER N. MARTIN.

TREASURER AND SECRETARY:

CHAS. E. KIMBALL.

ENGINEER AND SUPERINTENDENT:

R. BELL.

The principal office and address of the company is at Alexandria, Alexandria county, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

ARCHER N. MARTIN,
President.

R. BELL,
Superintendent.

CHESAPEAKE & OHIO RAILWAY COMPANY.

Line of road—Newport News, Virginia, to Big Sandy river, West Virginia—503.23 miles. Gauge 4 feet 9 inches.

Consolidation (1868) of the Virginia Central and the Covington and Ohio railroad companies.

The Virginia Central was opened to Covington at the base of the Alleghany range, 208.50 miles from Richmond in 1867. Included in this line was the Blue Ridge railroad of 17 miles, a State work, involving an expensive tunnel.

The Covington and Ohio railroad was undertaken, with means supplied chiefly by the State, for the purpose of extending its railroad system to the Ohio river. The work on the extension was abandoned in 1861, resumed in 1868, and the whole line completed March 1, 1873.

On the 2d of April, 1878, the road was sold and the present company organized, to which the property was conveyed July 1, 1878.

Since July 1, 1886, the road has been operated by the Newport News and Mississippi Valley company.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1886, by the general assembly of Virginia.

W. C. WICKHAM,
Second Vice-President.

STATE OF VIRGINIA,
CITY OF RICHMOND, } *ss:*

I, Wms. C. Wickham, second vice-president of the Newport News and Mississippi Valley company, depose and say that the statements in the annexed report which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

WMS. C. WICKHAM,
Second Vice-President.

Subscribed and sworn to before me, this 10th day of December, 1886.

C. E. WELLFORD,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

1. Amount of capital stock authorized, sufficient to carry out the plan of purchase and reorganization of the Chesapeake and Ohio railway company	....
2. Amount of capital stock issued to the State of Virginia under the plan of purchase and reorganization, being 87½ per cent. of the stock of the Chesapeake and Ohio railway company, subscribed by the State	$1,762,939 08
3. Amount of capital stock issued and to be issued to others than the State under the plan of purchase and reorganization to the holders of the capital stock and unsecured floating debt of the Chesapeake and Ohio railway company, and for the coupons matured to date on certain bonds of this company	33,882,116 94

CLASSES OF STOCK.

	No. 1.		No. 2.		No. 3.	
	Shares.	Par value.	Shares.	Par value.	Shares.	Par value.
Number of shares issued	154,737	$15,473,700 00	828,780	$8,287,800 00	106,083	$10,608,300 00
Amount of scrip	-	5,873 49	-	80,440 00	-	52,882 80
Stock and scrip to be issued for stock, debt, and matured coupons under the plan of purchase and reorganization	-	426,564 53	-	79,563 00	-	629,232 20
Character	Com'n.	-	1st pref.	-	2d pref.	
Par value	100 00	-	100 00	-	100 00	

FUNDED DEBT.

The funded debt due to others than the state by last report	$31,466,191 90
The funded debt now due to others than the state	31,469,191 90
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.
Amount	$3,000 00	$9,192 00	$10,277 44	$2,282,000 00	$2,000,000 00	$15,000,000 00	$10,122,500 00	$2,000,000 00	$42,000 00
Date of issue	July 1, 1854.	Various.	July 1, 1878.	July 1, 1878.	July 1, 1878.	July 1, 1878.	July 1, 1878.	Jan. 1, 1881.	June 1, 1882.
Date of payment	July 1, 1884.	Various.	Various.	July 1, 1898.	July 1, 1908.	July 1, 1908.	July 1, 1918.	Jan. 1, 1911.	June 1, 1922.
Annual rate of interest	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
Interest—when payable	-	-	-	Jan. & July.	April & Oct.	May & Nov.	Jan. & July.	April & Oct.	June & Dec.
Interest—where payable	Richmond.	Richmond.	Richmond.	New York.	New York.	New York.	New York.	New York.	New York.

NOTES OF EXPLANATION.

Class No. 1.—Virginia Central railroad company bonds due in 1884. Fry, McFarland & Lyons' mortgage called in, but not presented. Interest ceased June 1, 1881.

Class No. 2.—Dividend and other small bonds of the Virginia Central railroad company called in, but not presented. Interest ceased March 1, 1880.

Class No. 3.—One, two and three year's notes given for interest to July 1, 1878, on bonds and other obligations of the Virginia Central railroad company, and amount due for interest to July 1, 1878, on such obligations in above notes, but which said notes and bonds having been called in, will be paid in cash on presentation. Interest ceased March 1, 1880.

Class No. 4.—Purchase money funding bonds issued under deed of trust to Jos. Bryan and Henry T. Wickham, trustees, for payment of purchase money and in substitution of bonds and other indebtedness of the Virginia Central railroad company.

Class No. 5.—Six per cent. mortgage gold bonds of 1908, series A, issued under deed of trust to Central Trust Company of New York for the extension, improvement and equipment of the road.

Class No. 6.—Six per cent. mortgage gold bonds of 1908, series B, issued under deed of trust to Central Trust company of New York in exchange for the six and seven per cent. mortgage bonds of the Chesapeake and Ohio railroad company, in accordance with the plan of purchase and reorganization.

Class No. 7.—Six per cent. mortgage bonds of 1918, issued under deed of trust to Isaac E. Gates and Alexander B. Green, trustees, in exchange for the six and seven per cent. mortgage bonds of the Chesapeake & Ohio railroad company in accordance with the plan of purchase and reorganization.

Class No. 8.—Six per cent. mortgage gold bonds of 1911, issued under deed of trust to T. Hillhouse and E. St. John, trustees for the extension and equipment of the road from Richmond to Newport News.

Class No. 9.—Six per cent. mortgage gold bonds of 1922, issued under deed of trust to Jos. P. Lloyd and F. H. Davis, trustee for the construction and improvement of various branches and the further development of terminal facilities at Newport News.

FLOATING DEBT.

Due personal accounts for materials, &c		$2,348,296 03
for audited vouchers unpaid		68,764 69
for unclaimed wages		6,613 96
for unpaid taxes		42,232 82
		2,465,907 50
Due for unpaid coupons		466,090 50
		$2,931,998 00

NOTE OF EXPLANATION.

There are outstanding $1,189,000, equipment trust bonds issued by the company in payment of equipment.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Newport News, Va., to Huntington, West Va.	495.10 miles.
Length of road laid	495.10 miles.
Length of branches laid in Virginia	13.79 miles.
Weight of rail per yard on main track	50, 56, and 60 lbs.
Number of engines	167
Number of first-class passenger cars rated as eight-wheel cars	35
Number of second-class cars	16
Number of baggage, mail, and express cars	24
Number of freight cars	6,592

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	922,055
Number of miles run by freight trains	3,441,165
Number of passengers (all classes) carried in cars	533,804
Number of miles traveled by passengers, or number of passengers carried one mile	28,148,487
Number of tons (2,000 pounds) of freight carried in cars	2,101,250
Total movement of freight, or number of tons carried one mile	585,849,553
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	22
Rate of speed of same when in motion	25
Average rate of express trains, including stops	27
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	10
Rate of speed of same when in motion	16

CHARACTER AND AMOUNT OF FREIGHT SPECIFYING THE QUANTITY.

	East.	West.	Total.
	Tons.	*Tons.*	*Tons.*
Coal	848,854	83,265	932,119
Bark	4,376	2,200	6,576
Cooperage	19,588	1,249	20,837
Lumber	61,246	23,097	84,343
Wood	32,061	11,944	44,005
Coke	49,618	102,363	151,981
Ore	47,435	1,937	49,372
Pig iron	41,900	24,428	66,328
Stone	1,506	28,737	30,243
Lime	408	1,490	1,898
Cattle	14,960	390	15,350
Horses	1,630	180	1,810
Hogs	4,180	20	4,200
Sheep	1,800	40	1,840
Hog product	39,655	33	39,688
Hides	411	72	483
Wool	5,630	54	5,684
Cotton	11,310	689	11,999
Flour	32,067	1,906	33,973
Corn	93,762	213	93,975
Wheat	61,727	321	62,048
Other grain	17,033	111	17,144
Hay	21,362	1,005	22,367
Hemp	2,121	27	2,148
Sugar and molasses	567	21,524	22,091
Tobacco	37,307	1,997	39,304
Tobacco—manufactured	359	1,566	1,925
Fruits	5,561	3,489	9,050
Whiskey	6,779	1,695	8,473
Salt	1,301	5,318	6,619
Oil	3,080	554	3,634
Dry goods	363	22,969	23,332
Groceries	11,955	12,356	24,311
Fertilizers	8,227	7,923	16,150
Machinery	1,388	1,426	2,814
Miscellaneous	124,762	128,374	253,136
Total tonnage	1,616,288	494,962	2,111,250

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Maintenance of way:			
Ballast, repairs of	5,463 08	1,152 71	4,310 37
Bridge and culvert masonry, repairs of	1,649 70	348 09	1,301 61
Bridge structure, repairs of	12,990 09	2,740 91	10,249 18
Cattle guards and fencing, repairs of	4,664 79	984 27	3,680 52
Clerks	3,639 08	767 84	2,871 24
Cross and switch-ties	88,316 48	18,634 77	69,681 71
Cross and switch-ties, labor relaying	27,548 76	5,812 79	21,735 97
Ditching and embanking	30,412 13	6,416 96	23,995 17
Frogs and switch-stands, repairs of	13,025 77	2,748 44	10,277 33
Fuel and oil for section houses, &c	1,011 90	213 51	798 39
Incidental	1,157 39	244 21	913 18
Office furniture and expenses	181 77	38 35	143 42
Rails	20,999 97	4,430 99	16,568 98
Road-bed and track, repairs of	101,598 03	21,437 18	80,160 85
extraordinary repairs of	11,412 43	2,408 02	9,004 41
removing grass, weeds and snow	10,987 29	2,318 32	8,668 97
Road cars, repairs of	4,072 79	859 36	3,213 43
Road crossings, repairs of	2,966 85	626 01	2,340 84
Road tools, and repairs of	5,409 30	1,141 36	4,267 94
Roadway buildings, repairs of	1,254 00	264 59	989 41
Splices, bolts and spikes	13,048 00	2,753 13	10,294 87
Stationery and printing	483 20	101 95	381 25
Superintendence and supervision	18,514 24	3,906 50	14,607 74
Telegraph, repairs of	9,013 16	1,901 78	7,111 38
Timber trestles, repairs of	13,574 82	2,864 29	10,710 53
Tunnels, repairs of	4,094 41	863 92	3,230 49
Watchmen	35,630 29	7,517 99	28,112 30
Wrecking, passenger	478 81	101 03	377 78
Wrecking, freight	8,085 95	1,706 14	6,379 81
Total	$451,684 48	$95,305 41	$356,379 07

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

Average rates of fare charged for all classes	2.137 cents.

RATE PER TON PER MILE CHARGED FOR ALL CLASSES OF FREIGHT.

Average rate per ton per mile charged on all classes of freight	.543 cents.

TABLE F.

COST OF REPAIRS OF MACHINERY.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Maintenance of cars:			
Car shops and sheds, fuel and light for	$371 44	$78 37	$293 07
repairs of	2,539 65	535 87	2,003 78
Car hire, passenger	1,262 23	1,262 23	
freight	56,080 56	-	56,080 56
Cars—Passenger, repairs of	17,883 05	17,883 05	
Baggage, mail and express, repairs of	7,315 40	7,315 40	
Freight, repairs of	213,552 41	-	213,552 41
Sleeping and parlor, repairs and expenses	12,826 61	12,826 61	
Foreign passenger, repairs of	343 88	343 88	
Foreign freight, repairs of	14,849 58	-	14,849 58
Clerks	2,894 38	610 71	2,283 67
Incidental	2,210 96	466 51	1,744 45
Stationery and printing	568 16	114 88	453 28
Superintendence and supervision	4,214 35	889 23	3,325 12
Shop machinery, repairs of	774 87	163 50	611 37
Watchmen	1,566 48	330 53	1,235 95
Totals	$339,254 01	$42,820 77	$296,433 24
Motive power:			
Clerks	$4,785 38	$1,009 72	$3,775 66
Engine-house and machine shops, fuel and light for	2,811 10	593 14	2,217 96
Engine-house, machine shops and turn-tables, repairs of	10,299 43	2,173 18	8,126 25
Fuel stations, attendance at	18,363 43	3,874 68	14,488 75
Incidentals	19,538 67	4,122 66	15,416 01
Locomotives, repairs of	265,154 66	55,947 63	209,207 03
engineering and firing	278,688 31	58,803 23	219,885 08
watching and cleaning	21,982 24	4,638 25	17,343 99
fuel for	143,166 32	30,208 09	112,958 23
oil and waste for	22,351 39	4,716 14	17,635 25
Office furniture and expenses	76 84	16 21	60 63
Stationery and printing	1,060 44	223 75	836 69
Superintendence and supervision	11,406 27	2,406 51	8,998 76
Shop machinery, repairs of	3,427 16	723 13	2,704 03
Water and fuel stations, repairs of	14,511 53	3,061 93	11,449 60
attendance at	17,108 75	3,609 95	13,498 80
Watchmen	1,264 11	266 73	997 38
Totals	$835,995 03	$176,394 93	$659,600 10

TABLE G.

COST OF OPERATING THE ROAD.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Conducting transportation:			
Advertising	9,526 88	9,477 63	49 25
Baggage-masters	10,299 21	10,299 21	
Brakemen	142,967 22	11,998 82	130,968 40
Conductors	104,222 01	16,088 07	88,133 94
Cars, cleaning, oiling and inspecting	20,665 41	9,160 84	11,504 57
fuel and light for	2,682 05	2,002 83	679 22
oil and waste for lubricating	16,495 80	1,871 31	14,624 49
Clerks	35,639 44	9,966 57	25,672 87
Foreign agencies	71,782 26	28,979 54	42,802 72
Incidental	2,836 10	700 57	2,135 53
Loss from damage to property	37,337 30	655 19	36,682 11
stock	11,717 50	4,875 45	6,842 05
Loss from injury to individuals	34,580 36	9,183 03	25,397 33
Mail expenses	287 40	287 40	
Office, furniture and expenses	2,422 15	683 35	1,738 80
Stations, salaries of agents and clerks	109,385 02	15,120 75	94,264 27
loading and unloading freight	106,966 51	–	106,966 51
repairs and rent of	16,099 29	2,856 56	13,242 73
furniture and fixtures for	4,340 33	397 52	3,942 81
fuel and light for	4,646 39	939 32	3,707 07
incidental expenses at	7,015 58	3,917 97	3,097 61
Stationery and printing	13,037 34	2,332 98	10,704 36
Switchmen and yardmen	57,576 37	4,210 79	53,365 58
Superintendence and supervision	45,772 41	11,780 61	33,991 80
Trains, expenses for lamps, tools, &c	9,172 04	1,339 36	7,832 68
Telegraph, expenses operating	53,591 05	10,634 48	42,956 57
Tickets and baggage checks	2,158 36	2,158 36	
Watchmen	20,335 10	2,498 37	17,836 73
Tugs and barges	25,030 33	–	25,030 33
Wharves at Newport News	20,943 68	–	20,943 68
Dredging at Newport News	9,666 29	–	9,666 29
Wharves at James river	1,152 98	–	1,152 98
Total	1,010,350 16	$174,416 88	$835,933 28
General expenses:			
General office, attendance and clerks	14,181 82	2,609 45	11,572 37
fuel and light for	612 97	112 79	500 18
furniture and repairs of	1,217 78	224 07	993 71
incidental	1,374 85	252 97	1,121 88
rent and repairs	1,848 40	340 11	1,508 29
stationery and printing	1,845 76	339 62	1,506 14
General officers, salaries and expenses of	27,641 84	5,086 10	22,555 74
Incidental	6,658 04	1,225 08	5,432 96
Legal services and expenses	19,435 83	3,576 19	15,859 64
Real estate, and expenses of	4,849 87	892 38	3,957 49
Total	$79,667 16	$14,658 76	65,008 40

RECAPITULATION OF EXPENSES.

	Amount.	Allotted to passenger transportation.	Allotted to freight transportation.
Conducting transportation	$1,010,350 16	$174,416 88	$835,933 28
Motive power	835,995 03	176,394 93	659,600 10
Maintenance of cars	339,254 01	42,820 77	296,433 24
Maintenance of way	451,684 48	95,305 41	356,379 07
General expenses	79,667 16	14,658 76	65,008 40
Total operating expenses	$2,716,950 84	$503,596 75	$2,213,354 09

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$601,548 69
From freight	3,179,026 74
From mail	60,803 27
From other sources	90,218 41
Total	$3,931,597 11

INTEREST.

On debt secured by deed of trust to Bryan and Wickham, trustees	$133,301 80
On 1906, series A bonds	107,280 00
On 1908, series B bonds	356,678 00
On 1911, bonds	50,460 00
On 1922, bonds	2,460 00
On equipment trust bonds	40,320 00
On floating debt	97,774 51
	$788,274 31
Interest paid on 1908, series B bonds, in first preferred stock and scrip	5,431 00
Interest paid on 1918, bonds, in second preferred stock and scrip	608,205 00
Deferred interest scrip issued for interest on 1908, series B. bonds	477,499 00

TABLE I.

ACCIDENTS IN VIRGINIA, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

	Employees killed.	Employees injured.	Passengers injured.	Others killed.	Others injured.
Jumping on or off the train while in motion	-	15	-	1	1
Fell or were thrown from the cars	4	17			
Collision of trains	1	5			
Trains thrown from the track	-	2			
Run over while walking or standing on the track	3	1	-	7	4
At work or standing by trains	2	45	-	-	1
Defective machinery or construction	-	3			
Other accidents	-	38	1	-	5
Total of each class of persons	10	126	1	8	11

NOTES OF EXPLANATION.

DATE.	TRAIN.	LOCALITY.	NAME.	CAUSE.	EXTENT OF INJURY.
1885—Oct. 17...	Shifting.....	Newport News.....	Peter Carey.....	Jumping on or off train while in motion.....	Ankle sprained.
Oct. 29...	Freight.....	Melton's.....	E. C. Wright.....	Do.	Ruptured and bruised.
Nov. 6...	Freight.....	Covington.....	L. Spencer.....	Do.	Foot mashed.
Dec. 26...	Freight.....	Griffith.....	W. H. Greaver.....	Do.	Back and leg sprained.
1886—Feb. 6...	Shifting.....	Richmond.....	Wm. Taylor.....	Do.	Killed.
March 23...	Freight.....	Tolersville.....	T. W. Terrell.....	Do.	Two ribs fractured.
March 30...	Freight.....	La Grange.....	Moses Franklin.....	Do.	Right leg cut off.
April 21...	Freight.....	Richmond.....	E. F. Taylor.....	Do.	Back sprained.
Aug. 14...	Freight.....	Lee Hall.....	T. J. Hewlett.....	Do.	Ankle sprained.
Aug. 17...	Freight.....	North Mountain.....	W. J. Ramsey.....	Do.	Ankle sprained.
Aug. 26...	Passenger ...	Williamsburg.....	Eliza Jones.....	Do.	Shoulder dislocated.
Aug. 29...	Freight.....	Alleghany.....	Michael Harrington...	Do.	Toes mashed.
Aug. 16...	Freight.....	Swoope.....	J. H. Poindexter.....	Do.	Foot sprained.
Sept. 8...	Shifting.....	Richmond.....	Wm. Parrish.....	Do.	Foot mashed.
Sept. 14...	Freight.....	Hanover.....	T. T. Blunt.....	Do.	Leg bruised.
Sept. 18...	Freight.....	Hanover.....	Eugene List.....	Do.	Leg bruised.
Sept. 14...	Freight.....	Wickham.....	O. W. Hall.....	Do.	Back and side injured.
1885—Oct. 13...	Freight.....	Una.....	Hiram Taylor.....	Fell or were thrown from the cars.....	Shoulder dislocated.
Nov. 29...	Freight.....	Williamsburg.....	Wm. Collins.....	Do.	Ankle sprained.
Dec. 25...	Shifting.....	Clifton Forge.....	Thornton Brown.....	Do.	Left leg lacerated.
1886—Jan. 24...	Freight.....	Ferrol.....	H. C. Bowman.....	Do.	Bruised.
Jan. 28...	Freight.....	Backbone.....	T. H. Sutler.....	Do.	Back bruised.
March 28...	Freight.....	Mechums River.....	W. W. King.....	Do.	Knee sprained.
March 31...	Freight.....	Mechums River.....	W. N. Scruggs.....	Do.	Side bruised.
March 9...	Freight.....	Charlottesville.....	R. S. Lynn.....	Do.	Back and shoulder hurt.
April 3...	Freight.....	Griffith.....	W. N. Scruggs.....	Do.	Killed.
April 22...	Freight.....	Waynesboro'.....	G. W. Ballew.....	Do.	Back sprained.
May 7...	Freight.....	Alleghany.....	C. E. Poindexter.....	Do.	Bruised.
June 9...	Freight.....	Fort Lee.....	J. H. Simms.....	Do.	Killed.
July 20...	Freight.....	Near Swoope.....	E. C. Meeks.....	Do.	Head bruised.
Aug. 5...	Freight.....	Griffith.....	J. T. Melton.....	Do.	Killed.
Aug. 8...	Freight.....	Callaghan's.....	W. G. Grove.....	Do.	Right foot mashed.
Aug. 11...	Freight.....	Charlottesville.....	J. E. Hess.....	Do.	Hip injured.
Aug. 12...	Freight.....	Tolersville.....	D. J. Harrington.....	Do.	Face bruised.
Sept. 11...	Shifting.....	Richmond.....	W. J. Herndon.....	Do.	Killed.
Sept. 11...	Freight.....	Alleghany.....	J. L. Miller.....	Do.	Ankle sprained.
Sept. 25...	Freight.....	Una.....	Jno. M. Burghan.....	Do.	Left side injured.
Sept. 30...	Freight.....	Brand.....	J. T. Jarman.....	Do.	Ankle sprained.
Feb. 2...	Passenger ...	Staunton.....	Henry H. Gittings.....	Collision of trains.....	Killed.
Feb. 2...	Passenger ...	Staunton.....	E. W. Lowry.....	Do.	Throat cut and leg bruised.
Feb. 2...	Passenger ...	Staunton.....	G. W. Ettenger.....	Do.	Right thigh and arm broken.
Feb. 2...	Passenger ...	Staunton.....	C. B. Smales.....	Do.	Back hurt.
Sept. 12...	Freight.....	Church Hill tunnel..	W. B. Hewlett.....	Do.	Eye cut.

NOTES OF EXPLANATION—CONTINUED.

DATE.	TRAIN.	LOCALITY.	NAME.	CAUSE.	EXTENT OF INJURY.
1886—Sept. 21...	Shifting.....	Richmond.....	Jas. Britton.....	Collision of trains.....	Leg broken.
Jan. 11...	Freight.....	Near Swoope.....	J. R. Strange.....	Trains thrown from the track.....	Left shoulder and back injured.
Jan. 11...	Freight.....	Near Swoope.....	Willis D Clark.....	Do.	Right shoulder and back inj'r'd.
1885—Oct. 14...	Passenger ...	Richmond.....	Chas. Diggs.....	Run over while walking or standing on the track.....	Slight.
Nov. 17...	Freight.....	Trevilian's	Wm. Fisher.....	Do.	Forehead bruised.
Dec. 12...	Freight.....	Richmond.....	Lizzie Swift.....	Do.	Leg broken.
1886—Jan. 14...	Freight.....	Goshen.....	A. W. Bondurant.....	Do.	Killed.
Jan. 30...	Passenger ...	Lee Hall.....	Rob't Cary.....	Do.	Killed.
Feb. 9...	Freight.....	Near Phœbus.....	Mary Douglass.....	Do.	Killed.
Feb. 17...	Passenger ...	Coleman's tunnel....	Gibson Douglass.....	Do.	Killed.
Feb. 17...	Passenger ...	Coleman's tunnel....	Berry Douglass.....	Do.	Left leg broken and head inj'd.
Feb. 25...	Shifting.....	Richmond.....	J. N. King.....	Do.	Killed.
May 4...	Freight.....	Brand.....	W. Halk.....	Do.	Killed.
June 12...	Freight.....	Fishersville.....	E. A. Brown.....	Do.	Head and hip injured.
Aug. 6...	Passenger ...	Near Clifton Forge...	Lillie Bartlett.....	Do.	Killed.
Aug. 7...	Passenger ...	Trevilian's	J. H. Saunders.....	Do.	Killed.
Aug. 7...	Unknown	Cady's tunnel.....	Jno. H. Jones.....	Do.	Killed.
Aug. 8...	Freight.....	Charlottesville.....	David McCraw.....	Do.	Killed.
1885—Oct. 7...	Shifting.....	Charlottesville.....	Wm. Johnson.....	At work or standing by trains.....	Ankle sprained.
Oct. 13...	Shifting.....	Clifton Forge.....	R. Taylor.....	Do.	Two fingers mashed.
Oct. 19...	Shifting.....	Newport News.....	Jno. S. Morris.....	Do.	Finger mashed.
Nov. 20...	Freight.....	Turner's Siding.....	Jno. Thomas.....	Do.	Left foot badly mashed.
Nov. 20...	Freight.....	Chapin's.....	Jerry Barrett.....	Do.	Right arm broken.
Dec. 4...	Freight.....	Staunton	E. B. Knighton.....	Do.	Finger mashed.
Dec. 10...	Freight.....	Alleghany	R. J. Worley.....	Do.	Finger mashed.
Dec. 11...	Freight.....	Clifton Forge.....	H. M. Bell.....	Do.	Finger mashed.
Dec. 17...	Freight.....	Crane's	E. A. Brown.....	Do.	Wrist sprained.
Dec. 26...	Freight.....	Richmond.....	M. T. Johnson.....	Do.	Arm mashed.
Dec. 24...	Shifting.....	Richmond.....	Jacob Tinsley.....	Do.	Hand mashed.
Dec 30...	Freight.....	Richmond.....	W. B. Thacker.....	Do.	Head slightly injured.
1886—Jan. 5...	Freight.....	Charlottesville.....	M. W. Cosby.....	Do.	Finger mashed.
Jan. 6...	Shifting.....	Clifton Forge.....	C. E. Pugh.....	Do.	Left wrist dislocated.
Jan. 10...	Freight..	Alleghany.....	M. Simmons.....	Do.	Right hand mashed.
Jan. 20...	Freight.....	Charlottesville.....	A. B. Terrell.....	Do.	Shoulder dislocated.
Jan. 20...	Freight.....	Clifton Forge.....	Jacob H. Hoover.....	Do.	Hand bruised.
Jan. 25...	Freight.....	Longdale.....	C. J. Putnam.....	Do.	Foot mashed.
Jan. 26...	Freight.....	Low Moor	J. T. Duke.....	Do.	Finger mashed.
Jan. 31...	Freight.....	Noel's	W. V. Carr.....	Do.	Arm mashed.
Feb. 3...	Freight.....	Trevilian.....	J. E. Wright.....	Do.	Thumb mashed.
Feb. 5...	Freight.....	Millboro'	J. D. Weast.....	Do.	Finger mashed.
Feb. 14...	Freight.....	Clifton Forge.....	W. H. Collins.....	Do.	Finger mashed.
Feb. 18...	Freight.....	Craigsville.....	W. B. White.....	Do.	Hand sprained.
Feb. 23...	Freight.....	Richmond.....	R. J. Curry.....	Do.	Thumb mashed.

	Feb.	25...	Freight.....	Griffith.....	D. O'Connor.....	Do.	Foot mashed.
	Feb.	26...	Freight.....	Jerry's Run.....	C. M. McDaniel.....	Do.	Arm mashed.
	March	7...	Shifting.....	Richmond.....	J. C. Tinsley.....	Do.	Hand injured.
	March	8...	Freight.....	Trevilian's.....	C. W. Harlow.....	Do.	Finger mashed.
	March	12...	Shifting.....	Newport News.....	Mike Callahan.....	Do.	Killed.
	March	17...	Passenger...	Richmond.....	T. D. Hall.....	Do.	Leg, foot and wrist bruised.
	March	29...	Shifting.....	Richmond.....	Chick Rowlett.....	Do.	Finger mashed.
	March	29...	Shifting.....	Staunton.....	C. S. Ogg.....	Do.	Cut over left eye.
	April	2...	Freight.....	Waynesboro'.....	A. N. Eubank.....	Do.	Left hand mashed.
	April	30...	Freight.....	R., F. & P. Junction.	J. C. Ross.....	Do.	Ankle sprained.
	May	29...	Freight.....	Richmond.....	S. A. Hall.....	Do.	Hand skinned.
	May	30...	Freight.....	Staunton.....	T. H. McCambridge....	Do.	Finger mashed.
	June	1...	Freight.....	Staunton.....	J. T. McCutcheon.....	Do.	Shoulder sprained.
	June	7...	Shifting.....	Richmond.....	Chastain Fisher.....	Do.	Hand mashed.
	July	27..	Freight.....	Little River.....	T. M. Busick.....	Do.	Finger mashed.
	Aug.	12...	Shifting.....	Newport News.....	A. D. Morris.....	Do.	Killed.
	Aug.	27...	Freight.....	Richmond.....	Thos. Skinker.....	Do.	Finger nail torn off.
	Aug.	28...	Shifting.....	Richmond.....	Fountain Thomas.....	Do.	Finger cut off.
	Sept.	4...	Freight.....	Craigsville.....	W. A. Payne.....	Do.	Hand mashed.
	Sept.	7...	Freight.....	Alleghany.....	J. R. Carwiles.....	Do.	Head cut.
	Sept.	10...	Freight.....	Staunton.....	G. T. Brown.....	Do.	Thumb mashed off.
	Sept.	15...	Work.....	Hanover.....	Thos. Bird.....	Do.	End of finger mashed off.
	Sept.	20...	Freight.....	Staunton.....	T. M. Wiltshire.....	Do.	Hand mashed.
1885—	Dec.	10...	Freight.....	V. M. Junction.....	W. B. White.....	Defective machinery or construction.....	Back injured.
1886—	Jan.	8...	Freight.....	Clifton Forge.....	W. W. King.....	Do.	Left foot mashed.
	Sept.	7...	Shifting.....	Newport News.....	J. B. Melton.....	Do.	Hand cut.
1885—	Oct.	5...	.....	Richmond.....	J. B. McGruder.....	Cars collided and the jar gave him a fit.....	Hand & shoulder slig'tly bruis'd.
	Oct.	6...	Freight.....	Alleghany.....	Frank Gentry.....	Stealing a ride.....	Foot bruised.
	Oct.	21...	Freight.....	Waynesboro'..	Overton Piper.....	Wagon struck by trains.....	Slightly bruised.
	Nov.	7...	Freight.....	Brookland.....	J. W. Jewell.....	Fell in tender.....	Side injured.
	Dec.	4...	Freight.....	Charlottesville.....	J. W. Clark.....	Tierce of lard fell on leg.....	Knee sprained.
	Dec.	9...	.....	Richmond.....	R. A. Flannagan.....	Run over by mule.....	Right leg broken.
	Dec.	18...	Freight.....	Staunton.....	E. C. Meeks.....	Reversing bumper.....	Finger mashed.
	Dec.	19...	Freight.....	Mechums River.....	Harry Beard.....	Putting coal in fire-box with hands.....	Finger mashed.
1886—	Jan.	14...	Shifting.....	Charlottesville.....	Jno. Brown.....	Ice on engine caused him to slip.....	Shin bruised.
	Jan.	17...	Freight.....	Swoope.....	M. A. Layton.....	Chain breaking while pulling at car.....	Right leg bruised.
	Jan.	18..	Freight.....	Clifton Forge.....	J. D. Hardbarger.....	Jack fell on foot.....	Foot bruised.
	Jan.	29...	Freight.....	Kelly's tunnel.....	J. D. Woodyard.....	Struck by brace.....	Left cheek slightly cut.
	Feb.	1...	.....	James River.....	Jos. Mountcastle.....	Loading cars.....	Finger broken.
	Feb.	3...	.....	Newport News.....	Jno. Pratt.....	Depot door fell on him.....	Hip dislocated.
	Feb.	27...	Freight.....	Chapin.....	E. A. Brown.....	Attempting to pull a pin while engine was in motion...	Finger mashed.
	Feb.	8...	Passenger...	Near Fort Lee.....	Thos. Carter.....	Struck by engine while sitting on track asleep.....	Shoulder injured.
	March	2...	Freight.....	Near Williamsburg..	S. A. Hall.....	Struck by bridge.....	Head cut.
	March	15...	.....	Richmond.....	Jas. Shelton.....	Caught in hook on lever of switch.....	Hand cut.
	March	26...	Freight..	Alleghany.....	Michael Kelly.....	Foot slipped and fell off engine.....	Back sprained.
	April	22..	Freight.....	Griffith.....	W. L. Witt.....	Slipped off engine tank.....	Ankle sprained.
	April	22...	.....	Newport News.....	Nat. Evans.....	Piling lumber.....	Toes mashed & right leg bruis'd.
	April	28...	Freight.....	20th mile post.....	R. M. Turner.....	Holding tank spout down while engine was in motion..	Finger cut off.
	May	4...	Freight.....	Millboro'.....	G. T. Brown.....	Stepping on rock.....	Ankle sprained.
	May	5...	Passenger...	Charlottesville.....	Thos. Ragland.....	Stealing a ride.....	Head cut.
	May	19...	Freight.....	Near McDowell.....	W. E. Wright.....	Struck by bridge.....	Head and jaw injured.
	May	30...	Freight.....	Ashcake.....	R. J. Melton.....	Foot slipped from car-step.....	Foot mashed.

NOTES OF EXPLANATION—CONTINUED.

DATE.	TRAIN.	LOCALITY.	NAME.	CAUSE.	EXTENT OF INJURY.
1886—May 26...	Freight.....	Low Moor.....	W. H. Dunnaway.....	Head struck by cattle guard.....	Head bruised.
June 3...	.....	Newport News.....	S. Cheatham.....	Fell into hold of steamer.....	Face bruised and side injured.
June 3...	Passenger ...	Staunton.....	Mrs. C. Yager.....	Car window fell on finger.....	Finger bruised.
June 18...	.....	Richmond shops.....	Jas. Duffy.....	Caught between piece of iron and shears.....	Finger mashed.
June 18..	Freight..	Near Clifton Forge...	Jno. Davis.....	Struck by bridge.....	Hip and side bruised.
July 19...	Freight.....	Una	F. M. Smiley.....	Riding on hand car and stuck by engine.....	Leg sprained.
July 19...	Freight.....	Near Backbone.....	C. E. Talley.....	Struck by bridge.....	Bruised.
July 24 ..	Freight.....	Providence Forge...	J. R. Smith.....	Eccentric trap fell.....	Two fingers cut.
Aug. 9...	.....	Charlottesville.....	C. M. Lively.....	Caught between cab and door.....	Head and shoulder hurt.
Aug. 27...	Freight.....	Blue Ridge tunnel...	J. J. Greaver.....	Struck by falling rock.....	Head cut.
Aug. 28...	.....	Charlottesville.....	R. L. Coleman.....	Fell into a ditch.....	Side bruised.
Aug. 28...	Freight.....	Richmond.....	C. Tompkins.....	Engine struck buggy.....	Slightly bruised.
Aug. 25...	Freight..... .	Charlottesville.....	J. C. Boes.....	Fell from engine on injector pipe.....	Wrist burned.
Sept. 4...	Freight.....	Longdale.....	Wm. Read.....	Stealing a ride.....	Leg cut off.
Sept. 1...	.....	Mechum's R. bridge	W. E. Thompson.....	Fell from bridge.....	Back and shoulder injured.
Sept. 21...	.....	Newport News.....	Peter Booker.....	Piling lumber.....	Back and foot injured.
Sept. 21...	.....	Richmond.....	J. J. Smith.....	Stepped off turn-table.....	Knee bruised.
Sept. 26...	.....	Millboro'.....	Frank Williams.....	Fell through trestle.....	Side bruised.

LIST OF BRIDGES.

NAME.	CHARACTER.	LENGTH.
		Feet.
Diascund	Queen post	50
Chickahominy	Queen post	50
South Anna	Howe truss	305
Little river	Howe truss	124
Garnett	Stringer	22
Junction	Stringer	26
Gordonsville	Howe truss	60
Moore's creek	Iron deck	86
Rivanna	Iron deck	200
Brennans	Stringer	22
Mechum's river	Howe truss	380
Blue Ridge road	Stringer	20
Shennandoah Valley railroad	Iron plate	36
South river	Howe truss	225
Goose creek	Suspended truss	35
Christian creek	Iron deck	90
Branch	Stringer	20
Staunton	Stone	70
Baltimore and Ohio railroad	Iron plate	40
Staunton	Stone	100
Smoky Row	Howe truss	60
Middle river	Howe truss	50
Calf pasture	Howe truss	136
Craig's creek	Suspended truss	71
Young's creek	Suspended truss	39
Bell's creek	Suspended truss	34
Goshen	Howe truss	294
Tunnel creek	Stringer	22
Pad's creek—First crossing	Suspended truss	60
Second crossing	Howe truss	45
Third crossing	Howe truss	45
Fourth crossing	Howe truss	45
Fifth crossing	Howe truss	60
Cow-pasture	Iron deck	260
Wilson's creek	Howe truss	77
Smith's creek	Howe truss	60
Jackson's river—First crossing	Howe truss	277
Low Moore	Stone	75
Jackson's river—Second crossing	Howe truss	317
Third crossing	Howe truss	275
Dunlap's creek—First crossing	Iron deck	168
Second crossing	Howe truss	170
Third crossing	Howe truss	140
Fourth crossing	Howe truss	138
Greenbrier river—First crossing	Iron deck	425
Second crossing	Iron deck	482
Third crossing	Iron through	543
Tug creek	Iron stringer	30
Brook creek	Suspended truss	28
Laurel creek	Iron through	66
Lick creek	Iron through	107
Meadow creek	Iron through	80
Davy's branch	Stringer	24
Camp creek	Stringer	28
Second Laurel creek	Iron through	59
Third Laurel creek	Iron through	107
Kettle run	Stringer	21
Slater's run	Stringer	28
Buffalo creek	Stringer	28
Ephram's creek	Iron suspension	32
Mann's creek	Iron through	86
Keeney's creek	Iron suspension	42
Short creek	Iron suspension	34
Fern springs	Iron suspension	40
Sunnyside	Stringer	20
New river	Iron deck and through	674
Loup creek	Iron through	90

LIST OF BRIDGES—CONTINUED.

NAME.	CHARACTER.	LENGTH.
		Feet.
Armstrong's creek	Howe truss	90
Morris	Howe truss	64
Paint	Howe truss	144
Cabin	Howe truss	110
Slaughters	Howe truss	60
Winifrede railroad	Stringer	26
Davis' creek	Iron through	88
Coal river	Iron through	365
Scary creek	Howe truss	175
Poplar fork	Stringer	36
Hurricane creek	Howe truss	90
Mud river—First crossing	Howe truss	204
Second crossing	Howe truss	350
Guyandotte river	Iron through	466

LIST OF TUNNELS.

NAME.	Length in feet.	Miles from Richmond.	Single of double track.	Length arched—feet.	CHARACTER OF MATERIAL.
1. Church Hill	3,927		Double	3,927	Miocene clay.
2. Greenwood	535½	115	Single	535½	Soft rock.
3. Brookville	764	117	Single	550	Rock—hard and soft.
4. Little Rock	100	119	Single		Solid rock.
5. Blue Ridge	4,262	121	Single	1,479	Rock—hard and soft.
6. Cadys	1,303	176	Single		Slate rock.
7. Lick Run	260	176½	Single	143½	Slate rock.
8. Mason's	303	178	Single	303	Slate rock.
9. Coleman's	353	187	Single	353	Slate rock.
10. Johnston's	180	208	Single		Slate rock.
11. Red Hill	642	210	Double	450	Solid rock and boulders in clay.
12. Moore's	336	216½	Double		Slate.
13. Lake's	728	217	Double	728	Slate.
14. Kelley's	460	218	Double	293	Slate.
15. Lewis'	4,000	220½	Single		Solid rock—sandstone.
16. Alleghany	4,711	223	Double	2,350	Slate and hard shale.
17. White Sulphur	300	226½	Double	30	Slate and hard shale.
18. White Rock	470	232	Single	160	Slate and sandstone.
19. Second Creek	1,550	242	Single		Limestone.
20. Mann's	1,150	244	Part double	250	Limestone and clay.
21. Great Bend	6,480	263	Single	2,644	Red slate.
22. Little Bend	750	265	Single	750	Red slate.
23. Stretcher's Neck	1,900	301	Part double	270	Sandstone, slate, clay, bould'rs.
24. Pope's Nose	180	328	Single		Sandstone.
25. Blue Hole	660	329	Single		Sandstone.
26. Little Ledge	220	330	Single		Sandstone.

OFFICERS OF THE COMPANY.

DIRECTORS:

C. P. HUNTINGTON	*New York.*
C. ADOLPHE LOW	*New York.*
A. S. HATCH	*New York.*
ELIAS S. HIGGINS	*New York.*
JOHN CASTREE	*New York.*
A. E. ORR	*New York.*
EX. NORTON	*New York.*
ISAAC E. GATES	*New York.*
E. T. TOURNIER	*New York.*
W. C. WICKHAM	*Virginia.*
JOHN ECHOLS	*Virginia.*

PRESIDENT:
C. P. HUNTINGTON.

FIRST VICE PRESIDENT:
C. ADOLPHE LOW.

SECOND VICE PRESIDENT:
W. C. WICKHAM.

SECRETARY AND TREASURER:
E. T. TOURNIER.

COMPTROLLER:
WM. MAHL.

GENERAL TRAFFIC MANAGER:
JOHN MUIR.

GENERAL PASSENGER AGENT:
H. W. FULLER.

GENERAL SUPERINTENDENT:
W. M. S. DUNN.

AUDITOR:
C. H. BRONSON.

CASHIER:
JOHN GARRETT.

CHIEF ENGINEER:
M. L. LUM.

SUPERINTENDENT MOTIVE POWER:
T. L. CHAPMAN.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

WMS. C. WICKHAM,
Second Vice-President.

NORFOLK AND OCEAN VIEW RAILROAD COMPANY.

Line of road—Norfolk to Ocean View, Virginia—8.12 miles.
Chartered February 27, 1878; road opened in September, 1879.
Principal office and address: Norfolk, Virginia. W. H. Taylor, President.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1886, by the general assembly of Virginia.

W. H. TAYLOR,
President.

STATE OF VIRGINIA,
CITY OF NORFOLK, } *ss:*

I, W. H. Taylor, president and acting superintendent of the Norfolk and Ocean View railroad and hotel company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

W. H. TAYLOR,
President.

Subscribed and sworn to before me, this 26th day of January, 1887.

HUGH N. PAGE,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$50,000
Amount of capital stock subscribed by others than the state, as by last report.	50,000
Total amount of capital stock now actually subscribed	50,000
Total amount of capital stock now actually paid in	50,000

CLASSES OF STOCK.

Number of shares	1,000
Character	Common.
Par value	$50 per share.
Cash realized	$50,000

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$20,000.
Date of issue	July 1, 1881.
Date of payment	July 1, 1891,
Annual rate of interest	Seven per cent.
Interest—when payable	Jan'y and July 1.
Interest—where payable	Norfolk.
Amounts realized in cash	$20,000.

FLOATING DEBT.

The floating debt as per last report	$15,400
The amount now of floating debt	13,000
The average rate per annum of interest on floating debt	7 per cent.

NOTE OF EXPLANATION.

Debt contracted to make further improvements at Ocean View, and for furniture for company's hotel.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
For graduation and masonery	$9,375 07	$9,375 07
For bridges	2,000 00	2,000 00
For superstructure, including iron	21,794 90	21,794 90
For passenger and freight stations, buildings and fixtures	3,000 00	3,000 00
For land, land damages and fences	868 55	868 55
For locomotives and fixtures and snow-plows	8,000 00	8,000 00
For passenger and baggage cars	4,206 45	4,416 45
For freight and other cars	1,600 00	1,600 00
For engineering and other agencies	707 00	707 00
Total cost of road and equipment	$51,616 18	$51,826 18

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Norfolk, to Ocean View, Va	8⅛ miles.
Length of road laid	8⅛ miles.
Weight of rail per yard on main track	30 lbs.
Number of engines	2
Number of first-class passenger cars rated as eight-wheel cars	5
Number of baggage, mail, and express cars	1
Number of freight cars	5

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	36,000
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	25
Average weight in tons of passenger trains, exclusive of passengers and baggage	50

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

Summer excursion road, used at other seasons to haul wood and sand to Norfolk.

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

One class of passengers only.

Average rates of fare charged for all classes	1½ cents.

Fare for return tickets (16 miles) 30 cents, or ten tickets for $2 50.

TABLE E.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road-bed and railway	1,512 66
Repairs of buildings	785 52
Insurance on property and buildings	907 50
Taxes on real estate	1,130 46
Total	$4,336 14

TABLE F.

COST OF REPAIRS OF MACHINERY.

Total cost	$2,248 80

TABLE G.

COST OF OPERATING THE ROAD.

Porter and watchmen	100 00
Conductors and baggagemen	285 00
Brakemen	75 00
Enginemen and firemen	1,560 00
30 cords of wood	60 00
150 tons of coal	800 00
150 gallons of oil	18 75
500 pounds of waste	50 00
For salaries of president, directors, secretary, treasurer and superintendent	800 00
For law expenses	10 00
Postal cards	6 00
Total	$3,764 75

RECAPITULATION OF EXPENSES.

Maintaining roadway and real estate	4,336 14
Repairs of machinery	2,248 80
Operating	3,764 75
Total	$10,349 69

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings from passengers and freight	$12,426 99

NUMBER OF PERSONS EMPLOYED.

The average number of persons employed during the year, was	14

PAYMENTS.

For the interest on bonded debt	$1,400
For interest on the floating debt	910

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Andrew Hebden, supposed to have been drunk, struck by engine and killed June 12, 1886, while lying close to track and hid by grass.

GROSS EARNINGS.

The gross earnings were	$12,426 99
The expenses	10,349 69
The net revenue	$2,077 30

HOW DISTRIBUTED.

	Gross Earnings.	Expenses.	Net Revenue.
Totals	$12,426 99	$10,349 69	$2,079 30

OFFICERS OF THE COMPANY.

DIRECTORS:

W. H. TAYLOR,
H. M. NASH,
W. A. S. TAYLOR,
GEO. McINTOSH,
GEO. H. NEWTON,
JAS. E. BARRY,
GEO. NEWTON,
J. C. WESTON,
ALEX. TUNSTALL,
F. S. TAYLOR.

PRESIDENT:

W. H. TAYLOR.

TREASURER AND SECRETARY:

F. S. TAYLOR.

ENGINEER AND SUPERINTENDENT:

W. A. MATHIESON.

The principal office and address of the company is at Norfolk, Virginia.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

W. H. TAYLOR,
President.

CHARLOTTESVILLE & RAPIDAN RAILROAD COMPANY.

Line of road—Orange Courthouse to Charlottesville, Va.—28.2 miles. Chartered February 12, 1876; amended February 6, 1878.

Leased and operated by the Virginia Midland railway company. Although in the form of a lease, the contract is substantially a conditional purchase.

Principal office and address: Alexandria, Virginia.

L. W. Reid, President. J. S. B. Thompson, Treasurer and Secretary.

STATE OF VIRGINIA,
CITY OF ALEXANDRIA, } *ss:*

I, L. W. Reid, president, and I, J. S. B. Thompson, treasurer of the Charlottesville and Rapidan railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according the best of our knowledge and belief.

L. W. REID,
President.

J. S. B. THOMPSON,
Treasurer.

Subscribed and sworn to before me, this 25th day of January, 1887.

NEVELL S. GREENAWAY,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter	$1,000,000
Amount of capital stock subscribed by others than the state, as by last report	142,800
Amount of capital stock now subscribed by others than the state	140,850
Stock retired under the sinking fund pro rata with the bonds	1,950
Amount of capital stock paid in by others than the state, as by last report	142,800
Amount of capital stock now paid in by others than the state	140,850
Total amount of capital stock now actually subscribed	140,850
Total amount of capital stock now actually paid in	140,850

CLASSES OF STOCK.

Number of shares	2,817
Character	Common.
Par value	$50
Cash realized	$50

FUNDED DEBT.

The funded debt due to others than the state by last report	$475,900
The funded debt now due to others than the state	469,400
The total amount of funded debt now due to the state and others	469,400
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

	Originally issued.	Retired under sinking fund.	Now outstanding.
Amount	$500,000	$30,600	$469,400
Date of issue	July 1, 1879.		
Date of payment	July 1, 1913.		
Annual rate of interest	6 per cent.		
Interest—when payable	January and July.		
Interest—where payable.*			
Amounts realized, viz:			
In payment for work or of debts	$500,000		
Nature and character of security	Deed of trust.		
Amount of sinking fund	$5,000 per annum.		

*Philadelphia Trust, Safe Deposit and Insurance Company, Philadelphia.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

	By last report.	By this report.
Total cost of road and equipment	$650,000 00	$650,000 00

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Orange courthouse to Charlottesville	28.2 miles.
Length of road laid	28.2 miles.
Weight of rail per yard on main track (steel)	50 lbs.

NOTE OF EXPLANATION.

The Charlottesville and Rapidan railroad company has no rolling stock or other equipment—its road being leased to the Virginia Midland railway company, and operated by the Richmond and Danville railroad company as part of the Virginia Midland division.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Receipts:	
Balance on hand October 1, 1885	$3,718 59
From rental paid by the Virginia Midland railway company	35,250 00
Total	$38,968 59
Payments and liabilities other than for construction:	
For Sinking fund—redemption	6,500 00
For expenses Safe Deposit company, advertising, &c	250 00
For interest on funded debt	28,359 00
Balance on hand October 1, 1886	3,859 59
Total	$38,968 59

OFFICERS OF THE COMPANY.

ALFRED EARNSHAW,
JOHN S. BARBOUR,
W. H. MARBURY,
THOS. P. WALLACE,
L. W. REID,
R. T. W. DUKE,
ROBERT F. MASON.

PRESIDENT:
L. W. REID.

TREARURER AND SECRETARY:
J. S. B. THOMPSON.

The principal office and address of the company is at Alexandria, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

L. W. REID,
President.

J. S. B. THOMPSON,
Treasurer.

PIEDMONT RAILROAD COMPANY.

DISTRICT OF COLUMBIA,
CITY OF WASHINGTON, } ss:

I, E. A. Barber, secretary of the Piedmont railroad company, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge and belief.

E. A. BARBER.

Subscribed and sworn to before me, this 1st day of February, 1887.

A. S. TAYLOR,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock subscribed by others than the state, as by last report	$1,500,000
Amount of capital stock now subscribed by others than the state	1,500,000

CLASSES OF STOCK.

Number of shares	15,000
Character	Ordinary.
Par value	$100

FUNDED DEBT.

The funded debt due to others than the state by last report	$500,000
The funded debt now due to others than the state	500,000
The average rate per annum of interest on funded debt now due to others than the state	8 per cent

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$500,000.
Date of issue	March 18, 1868.
Date of payment	March 18, 1888.
Annual rate of interest	8 per cent.
Interest—when payable	April and October.
Interest—where payable	Richmond and New York.
Nature and character of security	Mortgage on road and property.

TABLE C.

CHARACTERISTICS.

Length of road in state of Virginia	6.42 miles.

RECAPITULATION OF EXPENSES.

Expenses included in operations of Richmond and Danville railroad company.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Included in earnings of Richmond and Danville railroad company.

OFFICERS OF THE COMPANY.

DIRECTORS:

A. S. BUFORD,	A. L. RIVES,
GEO. S. SCOTT,	JNO. P. BRANCH,
W. P. CLYDE,	A. Y. STOKES,
GEO. F. BAKER,	J. TURNER MOREHEAD.

CALVIN S. BRICE.

PRESIDENT:

A. S. BUFORD.

SECRETARY:

E. A. BARBER.

The principal office and address of the company is at Richmond, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

E. A. BARBER,
Secretary.

SUFFOLK LUMBER RAILROAD CO.

Line of road—Suffolk, Virginia, to North Carolina line—15 miles.

Chartered March 20, 1873; charter amended March 15, 1884. Road opened in 1874. Road owned and operated by E. E. Jackson & Co., of Salisbury, Md.

Principal office and address: Salisbury, Maryland. Wm. H. Jackson, President.

STATE OF MARYLAND, }
WICOMICO COUNTY, } *ss:*

I, Wm. H. Jackson, president, and I, W. M. Whaley, acting superintendent of operations of the Suffolk Lumber railroad company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of our knowledge and belief.

W. H. JACKSON,
President.

W. M. WHALEY,
Superintendent.

Subscribed and sworn to before me, this 7th day of January, 1887.

SAM'L A. GRAHAM, JR,
Notary Public.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Suffolk, Virginia, to North Carolina line	15 miles.
Weight of rail per yard on main track	30 lbs.
Number ot engine-houses and shops	1
Number of engines	6
Number of second-class cars	1
Number of freight cars	63

CHARACTER AND AMOUNT OF FREIGHT, SPECIFYING QUANTITY.

Wood, cords of	5,353
Lumber, feet of	20,639,942

TABLE G.

COST OF OPERATING THE ROAD.

Wages, oil, waste, repairs, &c	$22,204 05

RECAPITULATION OF EXPENSES.

Total operating	$22,204 05

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Receipts:	
From passengers	1,195 42
From freight	2,321 25
From mail	563 00

OFFICERS OF THE COMPANY.

PRESIDENT:
W. H. JACKSON.

TREASURER AND SECRETARY:
E. E. JACKSON.

SUPERINTENDENT:
W. M. WHALEY.

Principal office and address of the company is at Salisbury, Wicomico county, Maryland.

FRANKLIN AND PITTSYLVANIA R. R. COMPANY.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15. 1856, by the General Assembly of Virginia.

G. W. B. HALE,
President Franklin and Pittsylvania Railroad Company.

STATE OF VIRGINIA,
FRANKLIN COUNTY, } *ss:*

I, G. W. B. Hale, president of the Franklin and Pittsylvania railroad company, depose and say that the statements in the annexed report, which has been signed by me at the end thereof, are true and correct, according to the best of my knowledge and belief.

Subscribed and sworn to before me, this 9th day of February, 1887.

W. A. BELCHER,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock, as by charter—(maximum)	$1,000,000 00
Amount of capital stock subscribed by others than the state, as by last report—by Franklin and Pittsylvania railroad company	200,000 00
Amount of capital stock now subscribed by others than the state—by individuals	2,101 25
Total amount of capital stock now actually paid in	202,101 25

CLASSES OF STOCK.

Character—(shares each)	$25 00

NOTE OF EXPLANATION.

A mortgage of $100,000 was given to aid in the building of this road, which is guaranteed by the Virginia Midland railway, the lessee of this road. The interest is paid by the Virginia Midland railway company, and the sinking fund is fostered by the said Virginia Midland railway company. The bonds bear six per cent. interest.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$100,000 00
Date of issue	1879.
Date of payment	1913.
Annual rate of interest	6 per cent.
Interest—when payable	January and July.
Interest—where payable	Baltimore.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Rocky Mount to Pittsville	30 miles.
Length of road laid	30 miles.

NOTE OF EXPLANATION.

The Franklin and Pittsylvania railroad proper, extends to Pittsville—30 miles; the remaining seven miles is the property of the Virginia Midland railway company.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

The Virginia Midland railway company's reports are referred to. Their reports to this company close April 30th, in each year. The report for year ending 30th April, 1886, showing—

Expenses	26,187 45
Receipts	14,394 80
Excess of expenses	$11,792 65

OFFICERS OF THE COMPANY.

DIRECTORS:

B. N. HATCHER, E. W. SAUNDERS,
JESSE PRUNTY, G. H. T. GREER,
JOHN A. STREET.

PRESIDENT:

G. W. B. HALE.

TREASURER AND SECRETARY:

JAS. J. CARPER.

The principal office and address of the company is at Rocky Mount, Franklin county, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

G. W. B. HALE,
President Franklin and Pittsylvania Railroad Company.

ATLANTIC AND DANVILLE RAILROAD COMPANY.

To the Board of Public Works
of the State of Virginia:

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of railroad and other companies," adopted March 15, 1856, by the general assembly of Virginia, and of the circular of your board dated 1887.

BENJ. D. TILLAR.

STATE OF VIRGINIA,
GREENESVILLE COUNTY, } *ss:*

I, B. D. Tillar, president of the Atlantic and Danville railroad company, for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct, according to the best of his knowledge and belief.

BENJ. D. TILLAR.

Subscribed and sworn to before me, this 17th day of February, 1887.

NORMAN CASSELL,
Notary Public.

TABLE A.

STOCKS AND DEBTS.

Amount of capital stock as by charter	$200,000
Amount of capital stock subscribed by others than the state, as by last report	900,000
Amount of capital stock now subscribed by others than the state	1,200,000
Amount of capital stock paid in by others than the state, as by last report	630,000
Amount of capital stock now paid in by others than the state	630,000
Total amount of capital stock now actually subscribed	1,200,000
Total amount of capital stock now actually paid in	619,000

CLASSES OF STOCK.

Number of shares	24,000
Character	Common.
Par value	$50
Cash realized	$25,000

NOTE OF EXPLANATION.

The balance paid-up stock was given for construction of the road.

FUNDED DEBT.

The funded debt due to others than the state by last report	$412,500
The funded debt now due to others than the state	412,500
The total amount of funded debt now due to the state and others,	412,500
The average rate per annum of interest on funded debt now due to others	6 per cent.

CLASSES OF BONDED OR FUNDED DEBT.

Amount	$412,500
Interest—when payable	April and October.
Interest—where payable	Nat. Park B'k, New Y'k.
In payment for work or of debts	Work.
Nature and character of security	First mortgage bonds.

TABLE C.

CHARACTERISTICS.

Length of the main line of road between the termini—that is, from Claremont, Va., to Danville, Va	165 miles.
Length of road laid	55 miles.
Weight of rail per yard on main track	30 and 40 lbs.
Number of engine-houses and shops	4
Number of engines	4
Number of first-class passenger cars rated as eight-wheel cars	2
Number of second-class cars	4
Number of baggage, mail, and express cars	1
Number of freight cars	97

TABLE D.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	34,430
Number of miles run by freight trains	34,430
Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour	18
Rate of speed of same when in motion	20
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15

RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE.

For first-class through passengers	2 cents.
For first-class way passengers	3 and 4 cents.

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	5,454 56
From freight	60,933 69
From mail	779 90
	$67,168 15

NUMBER OF EMPLOYEES.

The whole number of persons employed by the company on the 30th September, 1886, was as follows, viz:

On section	42
Agents	15
Conductors	3
Engineers	3
Brakemen	4
Watchmen	2
Pumpers	3
In shops	5
The average number of persons employed during the year was	77

PAYMENTS.

For the interest on the funded debt for $412,500 at six per cent	$24,750

TABLE I.

ACCIDENTS, THE NUMBER OF PERSONS IN LIFE OR LIMB, AND THE CAUSE OF THE INJURY, AND WHETHER PASSENGERS OR PERSONS EMPLOYED.

Employees killed:	
At work or standing by trains	1
Total number of persons killed	1

NOTE OF EXPLANATION.

Was killed while at work on his engine June 15, 1886. Name, J. J. Wood, engineer.

GROSS EARNINGS, &c.

The gross earnings were	$67,168 15
The expenses	33,000 00
The net revenue	34,168 15

HOW DISTRIBUTED.

	Gross Earnings.	Expenses.	Net Revenue.
First and second-class passengers	$5,454 56		
First, second, third, and fourth-class freight	60,933 69		
Mail	779 90		
Totals	$67,168 15	$33,000 00	$34,168 15

The length of the road unfinished is	110 miles.
The estimated amount required for its completion is	$10,000 per mile.
The sum required for completing the road beyond the means already provided is	10,000 per mile.

OFFICERS OF THE COMPANY.

DIRECTORS:

THOMAS EWING, T. J. PETER,
R. A. ELMER, N. BURRUSS,
B. D. TILLAR.

PRESIDENT:
B. D. TILLAR.

TREASURER:
N. BURRUSS.

SECRETARY:
W. G. ELLIOTT.

SUPERINTENDENT:
Z. E. CHEATHAM.

The principal office and address of the company is at Hicksford, Greenesville county, Va.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

BENJ. D. TILLAR,
President.

RICHMOND & CHESAPEAKE RAILROAD COMPANY.

To the Board of Public Works
of the State of Virginia:

I herewith report the operations of the Richmond and Chesapeake railroad company.

This railroad since its last report, has acquired from the council of the city of Richmond, the right to tunnel under Eighth street from the Union depot to the Chesapeake and Ohio railway, which necessitated a change in one portion of our road.

We are now engaged in grading the road from Sandy Point to the Rappahannock river. We have placed a mortgage on the road for one million five hundred thousand dollars. The bonds have not yet been offered. The capital stock is one hundred thousand dollars, which has been fully paid up, as per last report.

We hope, by the time the next annual report is required, to be able to report the road is finished, when we can make a report in accordance with the rules established by your honorable body.

While we do not know that a report is required at this time for a road in our condition, yet, for the purpose of information, we submit the within.

WILLIAM S. JANNEY,
President.

AUGUST 30, 1886.

OFFICERS OF THE COMPANY.

DIRECTORS:

WILLIAM S. JANNEY	*Pennsylvania.*
C. E. BELVIN	*Virginia.*
W. A. BROCKENBROUGH	*Virginia.*
A. G. RAPP	*Pennsylvania.*
JACOB JANNEY	*Pennsylvania.*
JESSE W. STARR	*Pennsylvania.*

PRESIDENT:

WILLIAM S. JANNEY	*Philadelphia, Pa.*

VICE-PRESIDENT:

C. E. BELVIN	*Richmond, Va.*

SECRETARY AND TREASURER:

JACOB JANNEY	*Philadelphia, Pa.*

BUCKINGHAM RAILROAD COMPANY.

Length of road undetermined.
Length of road completed, *i. e.*, from Bremo Bluff to Ivor—4 miles.
Chartered March 28, 1879.
Operated by the Richmond and Alleghany railroad.
Directors: F. O. French, John J. McCook, H. D. Whitcomb, James T. Glasson, J. M. Nowell, J. R. Williams, E. R. Leland.
President: H. D. Whitcomb.
Secretary and treasurer: E. R. Leland.
Principal office: Richmond, Va.

SOUTH ATLANTIC & OHIO R. R. COMPANY.

Length of line in the State about 80 miles—(from Bristol to Cumberland Gap). Length of line laid about 10 miles.

This road is in the course of construction—42 miles of grading have been done. They report that they expect to be in operation to Estillville, in Scott connty—(32 miles from Bristol,) some time in April.

President of the road: H. C. Wood.

Principal office and address: Estillville, Scott county, Virginia.

INDEX.

Accidents—Total killed clxxiii
Total injured clxxiii
Contracts for conveying convicts, lunatics, &c., at reduced rates xxxviii
Official correspondence c
Depot improvements ..... xxxix-xli
Distances between stations on railroads in Virginia, tables of xc
Description of railroads in Virginia xliii
Earnings—Gross of all railroads in Virginia clxxiii
Net of all railroads in Virginia clxxiii
Increase over last year clxxiii
Expenses of office clxxii
Inter-State Commerce bill vi
Letter to the Governor iii
Sheriffs xxxix
Meherrin Valley railroad, report of, for 1885 xxxviii
Mileage of railroads in Virginia—Main line clxxiii
Branches clxxiii
Operations of each railroad in Virginia for the past six years ..... xliii-lv
Railroad laws of Virginia xix
When and how a railroad company shall transport xix
Penalty for failure xix
Rates of toll on railroads xix
Railroad and canal companies to publish rates of charges; how such rates are altered; not to charge greater or less rates x
Tolls in and out of State, &c xx
No undue preference allowed or disadvantage imposed xxi
Powers of circuit courts to hear complaints against companies and enjoin them xxii
Railroad companies not liable as common carriers for articles expressed by other companies xxii
Not legal to rent out tonnage by freight trains xxiii
Rates for freight received out of or to be delivered out of State xxiii
Penalty for violation of act xxiii
Express, railroad, and transportation companies may sell unclaimed baggage for charges for freight, &c.; notice to be given; balance to be paid claiment or deposited in State treasury; how applied xxiii
To what companies privilege of act extend xxiv
Duty of railroad companies in regard to opening ticket offices; penalty for failure xxiv
Railroad companies to employ police agents; conductors of trains and depot agents to be conservators of the peace xxiv
Reports from company to Board of Public Works xxv
Special reports by railroad companies xxv
Board of Public Works to prescribe form of reports xxviii
Reports to be printed xxviii
Penalty for failure to make report xxviii
When forms to be furnished company xxix
Power of State over companies xxix

An act to create a Railroad Commissioner for the State of Virginia, and define his duties xxx
An act to provide for the transportation of convicts and insane persons and their guards at reduced rates xxxii
Railroad Commissioner to cause to be printed and conspicuously posted at depots, &c., certain portions of railroad laws of Virginia xxxv
An act to regulate the collection of charges for transportation by canal, steamboat, and railroad companies xxxvi
Railroad laws of Virginia, changes suggested—Routes conveying convicts to penitentiary lvi
Routes conveying lunatics to Marion ... lxxvi
Routes conveying lunatics to Petersburg lxix
Routes conveying lunatics to Staunton lxxxiii
Routes conveying lunatics to Williamsburg xlii
Statistics—Table of Characteristics clxxvii
Stocks clxxix
Debts clxxx
Earnings and Expenses clxxxiii
Accidents clxxxv
Transportation clxxxvi
Wabash, St. Louis and Pacific Railroad Company vs. The State of Illinois v
Alexandria and Fredericksburg—Report of 12
Description of xlii
Operations for past six years xlii
Distances between stations xciii
Alexandria and Washington—Report of 3
Description of xlii
Operations for past six years xlii
Distances between stations xciv
Atlantic and Danville—Report of 305
Description of xlii
Bright Hope—Report of 120
Description of xliii
Operations for past six years xliii
Buckingham, Charlottesville and Rapidan—Report of 291
Description of liv
Chesapeake, Norfolk and Carolina—Description of xliii
Danville and New River—Report of 21
Description of xliv
Distances between stations xcvii
Franklin and Pittsylvania—Report of 301
Description of liv
Distances between stations xcii
Meherrin Valley—Report of 27
Description of xlv
Milton and Sutherlin—Report of 203
Description of liii
Distances between stations xc
Newport News and Mississippi Valley (C. and O.)—Report of 266
Description of xliii
Operations for past six years xliv
Distances between stations xcvi
New York, Philadelphia and Norfolk—Report of 144
Description of xlv
Distances between stations xcviii
Norfolk and Ocean View—Report of 284
Description of xlv

Norfolk and Virginia Beach—Report of 104
Description of xlvi
Distances between stations xcvii
Norfolk and Western—Report of 48
Description of xlvi
Operations for past six years xlvii
Distances between stations xcix
Norfolk Southern—Report of 38
Description of xlv
Distances between stations xcvii
Norfolk Terminal—Report of 67
Description of xlvii
Piedmont—Report of 295
Description of liii
Petersburg—Report of 192
Description of xlviii
Operations for past six years xlviii
Distances between stations xciv
Pittsylvania—Description of liv
Potomac—Report of 72
Description of xlviii
Potomac, Fredericksburg and Piedmont—Report of 80
Description of xlviii
Operations for past six years xlix
Distances between stations xcvi
Richmond and Alleghany—Report of 233
Description of xlix
Operations for past six years xlix
Distances between stations xcv
Richmond and Danville—Report of 219
Description of lii
Operations for past six years lii
Distances between stations xc
Richmond, Fredericksburg and Potomac—Report of 157
Description of xlix
Operations for past six years l
Distances between stations xciii
Richmond and Mecklenburg—Report of 88
Description of liii
Distances between stations xc
Richmond and Chesapeake—Report of 311
Richmond and Petersburg—Report of 209
Description of l
Operations for past six years l
Distances between stations xciv
Richmond, Fredericksburg and Potomac and R. and P. R. R. Con. Co.—Report of 76
Description of l
Richmond, York River and Chesapeake—Report of 94
Description of lii
Distances between stations xci
Seaboard and Roanoke—Report of 170
Description of l
Operations for past six years li
Distances between stations xcvii
South Atlantic and Ohio—Report of 314
Shenandoah Valley—Report of 179
Description of li
Operations for past four years li
Distances between stations xciii

Strasburg and Harrisonburg—Report of..... 252
Description of..... xlii
Distances between stations..... xcviii
Suffolk and Carolina—Report of..... 33
Description of..... li
Suffolk Lumber—Report of..... 298
Valley—Report of..... 112
Description of..... xliii
Distances between stations..... xcix
Virginia Midland—Report of..... 129
Description of..... liv
Operations for past six years..... lv
Distances between stations..... xcii
Washington, Ohio and Western—Report of..... 257
Description of..... liii
Operations for the past six years..... liv
Distances between stations..... xci
Winchester and Strasburg—Report of..... 245
Description of..... xlii
Distances between stations..... xcviii

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